

Mikesell & Associates
Architecture and Planning

2 Washington Place
Newark, N J 07102
Tel. (201) 624-1430

September 19, 1988

Filename: P88031/BERGER.1

Miles Berger, President
Berger Hotels Corporation
Quality Inn
Robert Treat Center
50 Park Place
Newark, New Jersey 07102

RE: MILITARY PARK GARAGE

Dear Sir,

As per your request, we have analyzed the existing conditions of the underground Military Park Garage. Upon completion of our preliminary investigations, we reviewed available information and statistics. The recommendations made herein are conceptual and will require further study and development before final design proposals are presented.

Our primary purpose has been to define the critical problems that exist in this facility in terms of safety & security of patrons and staff, customer convenience, efficiency of operations, structural integrity, and aesthetics.

Frequent site visits, original construction documents, code review and analysis, and photographic reconnaissance have provided the basis of our initial survey. Further field work and testing will be required to finalize our recommendations.

Some existing conditions constitute serious violations of the Uniform Construction Code of the State of New Jersey. Of particular concern are inappropriate fire exits, emergency exit lighting, inoperative sprinkler systems, and inoperative exhaust systems which create excessive accumulations of carbon monoxide. Immediate attention to these items should be a priority as the failure of these systems could be seen as negligence in the event of any personal injury to the public or employees.

Very truly yours,



William R. Mikesell, AIA

TABLE OF CONTENTS

TABLE OF CONTENTS

Table of Contents.....	1
Cover Letter.....	2
General Introduction.....	3
Location Map.....	4
General Description.....	
Existing Conditions.....	
Photo Reconnaissance.....	
Movement - AM Peak.....	
Park Level.....	
1st Tier.....	
Movement - PM Peak.....	
Park Level.....	
1st Tier.....	
Sketch Perspectives.....	
Recommendations.....	
Site Plan.....	
Safety.....	
Code.....	
Fire.....	
Stairs.....	
Lighting.....	
Car Control.....	
Elevators.....	
Plumbing.....	
Mechanical.....	
Appendix.....	

Garage Section.....	
Elevations.....	
Circulation Core.....	
Park Level Plan.....	
First Tier Plan.....	
Partial 1st Tier Plan..	
Section.....	

Employee Locker/Toilet Room.....	
Carbon Monoxide Analyzer Plan.....	
Garden Cafe.....	
Plan.....	
Elevations.....	
Details.....	

Berger Hotel Corp. Offices.....	
N.J. Dept. of Land Management.....	
N.J. Bureau of Lease Mgt.....	
N.J. Dept. of Labor Bd. of Mediation...	
Computer Training Center.....	
N.J. Symphony Orchestra.....	

Kiosk

DETAILS - DENCAPS.

• BACKLIT SIGNS

CAPITAL BUDGET
20 YEARS ---

Teller Station
BULLET-PROOF GLASS

1/2"
PANEL -

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GENERAL INTRODUCTION

GOALS AND OBJECTIVES

We are sympathetic to the goals of the Newark Parking Authority. We recognize that while the Military Park Garage's basic framework is adequate, a substantial facelift is required to attract additional patrons and to make present users more satisfied. We believe that the patrons ought to have significantly increased ease of access, speed of entrance and exit, information, orientation, comfort, security and safety. In addition, the working conditions must meet the standards for occupational safety and hazards. Wherever these service features can be improved by physical design, we shall make every effort to incorporate necessary changes in our renovation programs and plans. Therefore, the following objectives are the framework which will guide our work effort:

SECURITY PROVISIONS - Create a sense of well-being by organizing the architectural elements to provide for maximum safety and security. Close off hidden spaces and passageways that pose surveillance problems. Optimize the viewing of of garage staff and install closed circuit television surveillance system. Provide emergency communications where necessary.

UPGRADE ENVIRONMENTAL QUALITY - Strengthen the aesthetic quality of the station. Provide good transition at the interfaces with connecting buildings in harmony with the materials that withstand severe daily usage, prevent vandalism and defacement and that provide for minimum possible maintenance with optimum longevity. Reduce noise levels of mechanical equipment. Improve air quality by allowing natural light and air to penetrate where possible.

IMPROVE COMMUNICATION - Simplify and organize the communication and information systems to reinforces circulation and utilization patterns. Visually organize and clarify important primary information and differentiate it from secondary information.

ORGANIZE CIRCULATION - Improve orientation and circulation with particular emphasis on alleviating bottlenecks contraflow, cross movement, and congestion. Clearly articulate means of access, egress and traffic flow within the garage and at all entry points. Provide clearly marked pedestrian routes distinct from vehicular movement areas.

IDENTITY CLARIFICATION - Create a sense of place and identity for the garage complex with the community.

GENERAL DESCRIPTION

Military Park Garage was built by the city during the 1960's as a utilitarian cut and cover underground parking facility. The garage is vast and connected with eighteen stairs to the park above creating an area difficult to patrol with limited staff. The original design provided for elevator access from the park at street level. At present, the major pedestrian access is from the ramps originally designed for cars. Vehicular access points are located at each of the three surrounding public streets. Exits for motor vehicles are onto the one way portion of Park Place and the two way portion of Park Place.

During AM peak hours the primary flow is for cars to enter at vehicle ramps and for patrons to use stairs to the first tier of parking and walk out the ramps in areas designated for pedestrians. During the PM peak hours, the reverse is in effect with the pedestrians walking down the entrance ramps with cars leaving to both Park Place exits.

The garage is generally in good condition except where water seepage has caused some deterioration of finishes and rusting of steel reinforcement in concrete slabs. The station is generally dry but in some areas somewhat damp. Fluorescent lighting levels in the garage are too low and contribute to fear of crime. Many light fixtures are inoperative. Sprinkler heads are installed throughout the garage on all levels, but some of the lines are broken off suggesting the system may be inoperative. Signage throughout the garage is limited and poorly designed. There is no uniformity in signage.

Military Park is almost centered in Newark's downtown business district. At the present time this area contains primarily office buildings, retail shopping, and hotels. The last twenty years saw a decline in the neighborhood with major night activities all but disappearing. Indicative of certain national trends, Hahne's flagship department store relocated to a suburban shopping mall. This store had been a major anchor to the vicinity for over one hundred years. However, plans for the near future will introduce new residential uses in an abandoned hotel, and there is the prospect of more public facilities to return evening entertainment. Completion of the Kearny connection will extend rail transportation from north Broad Street to Manhattan, putting Military Park at the hub of tremendous development by the end of the twentieth century with new commercial construction towards both Penn Station and Broad Street Station. The net result will be increased demand on the garage for both all day parking and short term parking.

EXISTING CONDITIONS

PHYSICAL CONDITIONS

At the street level there is limited directional information directing customers to the garage. Access is virtually by walking in the streets along with entering cars. The condition of the kiosks inside the park are disgraceful. They are reminiscent of a day when designers and architects wanted to turn the world into a set for "The Jetsons", a 1960's cartoon serial about a family living in the space age of the future. Now these structures appear unsightly, and the outside surfaces have been vandalized and covered with graffiti.

Underground in the parking levels, there is generally a low level of fluorescent lighting with many fixtures either broken or missing. Wall finishes are painted concrete which is dirty with some graffiti in exit stairs. Walls are in fair to good condition except where there is water seepage. At some of the entrance ramps and parking decks salts have caused damage to the concrete and rusting reinforcing steel. Further aggravation of this has been caused by water seepage. Ceiling heights are low with clearances in some areas six feet. The garage has a generally damp feeling due to inadequate ventilation.

SIGNAGE & INFORMATION

Military Park Garage has an old and rather haphazard system of information signage installed. Unfortunately many signs are located where there is very low lighting level and cannot be seen. At the parking levels and at the park level, there is no information provided as to which exits are closed or open causing patrons to follow dead end paths in a vast and confusing area. The one way traffic system is very poorly indicated and totally disregarded by patrons.

At street level, there is extremely poor indication that the garage exists. Even if a motorist already knows about the garage, upon arrival there is inadequate information as to which entrances are open to motor vehicles, and where to go if they are closed. Clearances are marked with very small letters on almost illegible signs.

Upon entering the garage there is no gate to prevent access in a car without collecting an entrance ticket. Proceeding further, there is no direction given to available parking areas, particularly important when upper levels are filled. Much of the signage provided for drivers is located in places where light sources are behind signs so they are impossible to read. Some information is positioned on walls where cars park and cannot be seen when most needed. Directional routes are often painted on the deck surfaces and are worn out or covered with grease.

SIGNAGE & INFORMATION (continued)

Once having parked a car, there is no correct information as to where or how pedestrians may exit the garage. Stairways throughout the complex lead to the park level where there are doors with emergency exit locks. Unfamiliar patrons frequently open these to reach their destination at street level requiring staff to reset the locks daily. Only regular customers know that they must exit via ramps from the first tier because of previous experience.

Upon return to the garage there is additional incorrect information in the park about access via stairs. The only access at present is to share ramps with cars unless a stairway door is left open by accident.

Exiting the garage can present similar confusion for a motor vehicle. At different times of the day, different exits are available for use, so a person leaving may find what they think open will be closed. Leaving the garage from the north end is often difficult because there is no traffic signal at a busy two way thoroughfare. Backups occur regularly into the garage at this point.

Information about location upon arrival at the street level is nonexistent. There is no logo presenting a graphic image of the garage to the public.

Emergency call buttons positioned on columns throughout the garage do not function. The columns are painted red, but to add further confusion, red paint has been used on all traffic barriers. The red columns blend into the sea of visual clutter. There is no public address system for use in emergency or to make announcements.

CUSTOMER AMENITIES

One public telephone is provided by the office on the first parking tier. The location behind a column is not highly visible, however there is a sense of protection because the cashier is stationed nearby.

Public toilet facilities are not presently available. Although the original design of the garage provided toilets near the elevator lobby, they were seen as a security problem and closed. Both men and women's rooms are operative and simply kept locked. The toilet lobby is presently used for storage of construction materials for garage repairs.

Waste receptacles are insufficient throughout. Their placement is not necessarily in high pedestrian traffic areas or near any other amenities. There is no waiting area for patrons near the office area. There are no concessions or vending machines.

MECHANICAL/PLUMBING

Toilets for both public and staff are in need of repair. All valves and piping need to be overhauled. There are some visible signs of drip leaks and clogged drains.

Piping for the automatic fire suppression system is broken and disconnected in some sections. Vehicles have hit overhead pipes, and sections have been capped off with portions left without water supply. Sprinkler heads appear to be generally in good condition.

Mechanical ventilation and heating should be upgraded in toilet areas. Presently exhaust fans and heaters are either inoperable due to rust deterioration, or have limited remaining useful life.

Carbon monoxide exhaust systems for the garage and the staff areas are operating but must meet standards of the Occupational Safety and Hazards Act. Piping to bring air samples to a central monitoring system are not operating and some intake vents are blocked completely. Paper and debris from street level have entered the system, so that supply diffusers of fresh air are clogged with cigarette butts, candy wrappers, and pieces of plastic bags.

ELECTRICAL

Ramps have incandescent light fixtures recessed into reinforced concrete retaining walls. Many are missing or inoperative and provide inadequate lighting levels when working. The transition needed to adjust from the street to the garage while driving is totally unacceptable and particularly dangerous with pedestrians using the same ramps.

Parking lighting consists of double lamp fixtures mounted in continuous rows on metal race ways. Lighting levels vary from five foot candles at the center to ten foot candles near the edge of the garage. Lighting upgrading is recommended to achieve an even twenty foot candles throughout the platform. Conduit and panel upgrading is also incidental to any proposed repairs.

Pay station areas are inadequately illuminated (between two to five foot candles). Surface mounted fixtures combined with concealed conduits and water seepage problems are cause for concern and should be upgraded. In general, surface mounted conduits are in fair condition.

Emergency lighting is nonexistent. Exit lights at stairs are often missing or broken. The required lettering "EXIT" has faded from many of the fixtures that do still operate. Many incandescent fixtures in stairs are also broken. Light fixtures at park level are vandalized and inoperative.

SAFETY & SECURITY

The parking garage size is huge and difficult to patrol. This garage once had the worst crime problem in downtown Newark. The worst situation for security centers around the entrances where purse and chain snatching can occur due to these areas being unsupervised. The part time pay station at the north entrance/exit is intermittently open and closed depending on the time of day and personnel availability. There are too many stairs leading from the underground tiers to the park above causing hidden niches. Location of the 24 hour pay station does not provide a good position for surveillance of the first tier level. Emergency lighting is not working or nonexistent.

The number of stairways open for regular use is not necessary and creates a situation where exit doors at the park are left open and unlocked for anyone to enter. The previous location of a drug treatment center on nearby Sayrebrook Place has established this vicinity as one where there is drug trafficking. Military Park has had a recent history of being for drug dealers and if not safe for others, certainly unpleasant. Another problem has been the shortage of facilities for the homeless in Newark. The stairs have frequently been made home by the homeless, but their entrance has resulted in broken locks and windows. These damaged security items then result in access for persons intent on criminal activity.

There is no closed circuit surveillance system of the parking garage, stairways, entrances, or surrounding areas.

ISSUES & OPPORTUNITIES

Primary issues for this garage revolve around perceived lack of safety for patrons. The image of Newark is still one of fear for many suburbanites who frequent the city during daytime but especially at night. This has improved dramatically over the last ten years, but the idea of an underground garage has much to deal with. The basic discomfort of people in many situations is compounded below ground, because they feel there is nowhere to run to. Claustrophobic containment in dimly lit areas with low ceilings is another factor to consider. In addition to the normal opportunities that exist with a modernization, closing off portions of the garage which are unnecessary except for emergency will concentrate customers in areas with higher surveillance capabilities. Opening up portions of the slab between the tiers can increase visibility throughout and improve ventilation. Improved lighting and signage can help patrons orientate themselves within the garage can reduce the fear of crime. An emergency call system can also help minimize these concerns. Gates and grilles can close off unused portions of the garage at night.



ENTRANCE SIGN PLACED WHERE IT CANNOT BE SEEN BY PEDESTRIANS FROM RAMPS.



INCORRECT INFORMATION TELLS PEDESTRIANS THAT AN ENTRANCE WHICH IS CLOSED IS OPEN.



SIGNAGE FOR MOTOR VEHICLES IS PROVIDED BUT PEDESTRIANS ARE NOT TOLD TO KEEP LEFT.



WHEN EXITING FROM THE DARKNESS OF THE GARAGE, THE TRANSITION OF LIGHT LEVEL MAKES AN EXIT SIGN ILLEGIBLE.

MILITARY PARK GARAGE — RECONNAISSANCE PHOTOS

BERGER HOTELS CORPORATION

ROBERT TREAT CENTER
50 PARK PLACE
NEWARK, NEW JERSEY 07102

Mikesell & Associates
Architecture and Planning

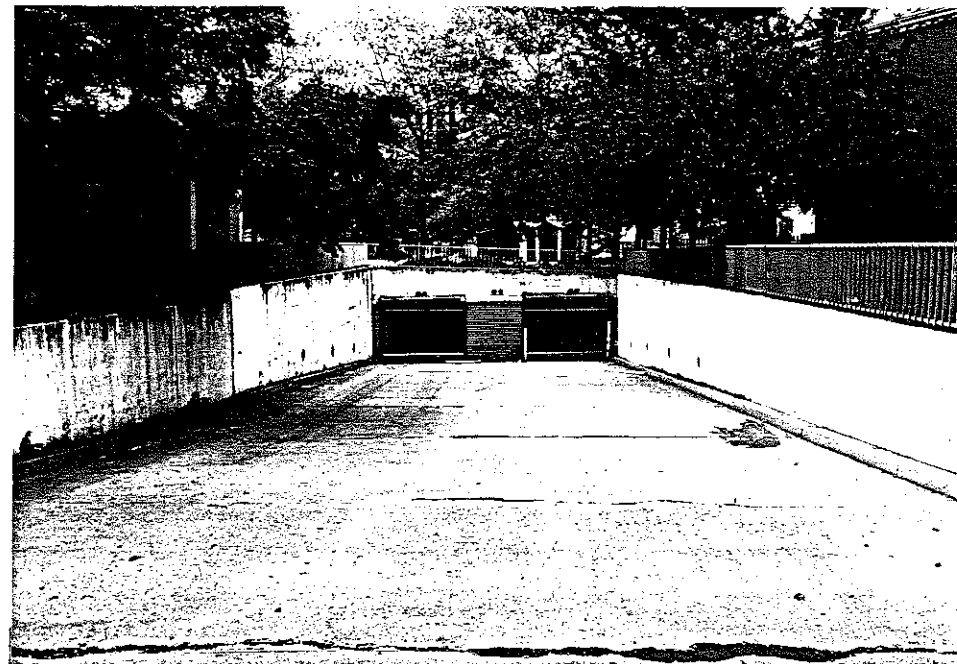
2 Washington Place
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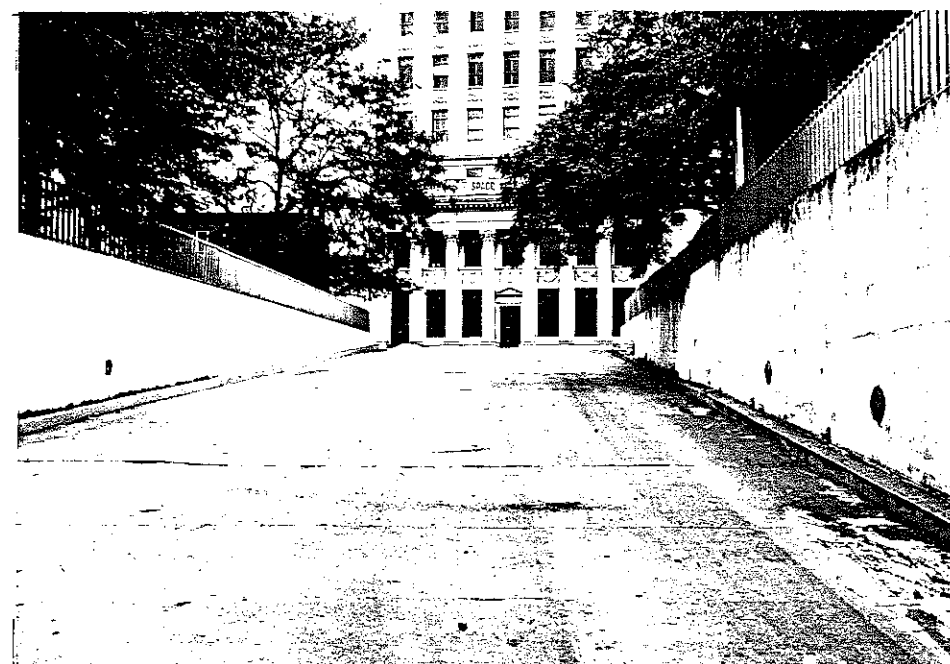
GARAGE ENTRANCE SIGN
BROKEN WITH PARKING
RATES VISIBLE FROM
STREET IN SMALL
TYPEFACE. VISUAL
CLUTTER MAKES ACTUAL
ENTRANCE HARD TO
LOCATE.



APPROACH FROM
OPPOSITE DIRECTION ON
THE SAME STREET
PROVIDES ONLY ON
VISUAL CLUE ABOUT THE
GARAGE'S EXISTENCE.



ENTRANCE RAMP IS LONG
WITH NO FURTHER
INFORMATION AVAILABLE
TO THE PUBLIC. THE
GATES ARE CLOSED BUT
THIS IS NOT VISIBLE
FROM THE STREET UPON
TURNING ONTO THE
RAMP.



EXITING ON THE SAME
RAMP PROVIDES NO
INFORMATION AS TO
LOCATION OR WHICH WAY
TURNS ARE PERMITTED.

MILITARY PARK GARAGE — RECONNAISSANCE PHOTOS

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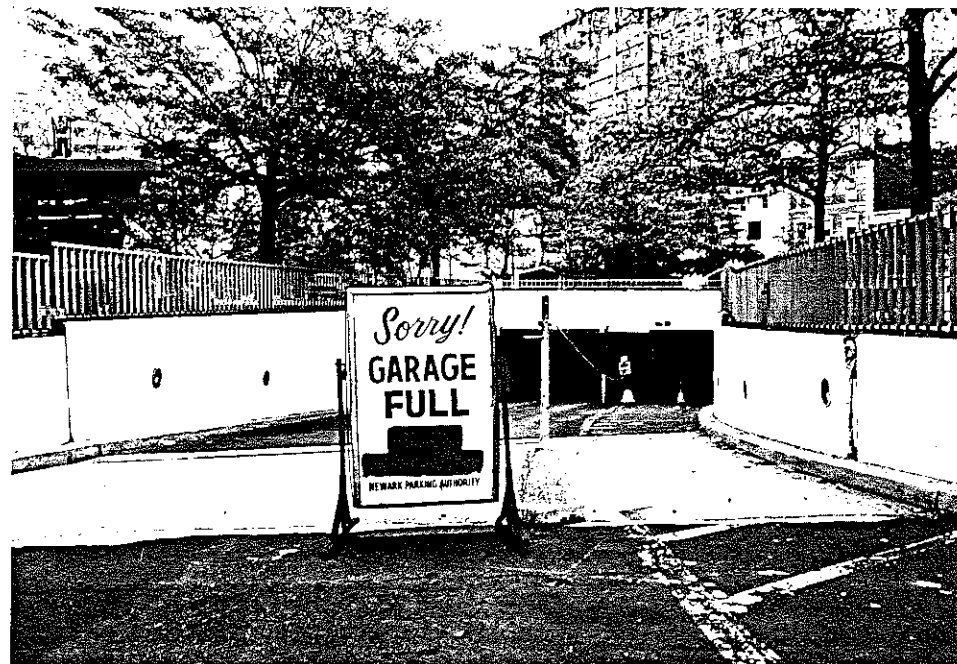
2 Washington Place
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ENTRANCE RAMP HAS NO CLEAR INDICATION THAT PEDESTRIANS ARE TO ENTER VIA THIS ROUTE.



MOST LEGIBLE OF ENTRANCE SIGNS PLACED AT THE FAR SIDE OF THE ENTRANCE RAMP. MANUAL SIGN IS UNNECESSARY.



INDICATION OF GARAGE BEING CLOSED IS PROVIDED ONCE THE MOTORIST HAS ALREADY TURNED INTO THE RAMP FORCING THE DRIVER TO BACK UP INTO BROAD STREET.



CLEARANCES ARE PROVIDED UPON APPROACHING THE ENTRANCE WITH STICK ON LETTERS ATTACHED TO A ROLL UP GRILLE. NO ADVICE IS GIVEN TO PEDESTRIANS SHARING THE SAME RAMP TO KEEP RIGHT.

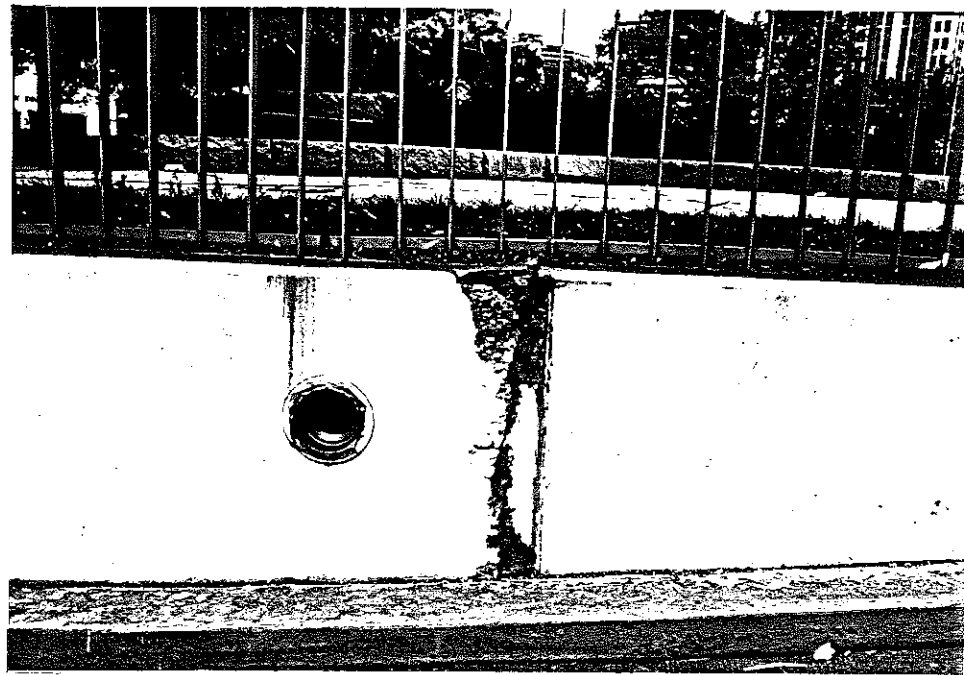
MILITARY PARK GARAGE — RECONNAISSANCE PHOTOS

BERGER HOTELS CORPORATION

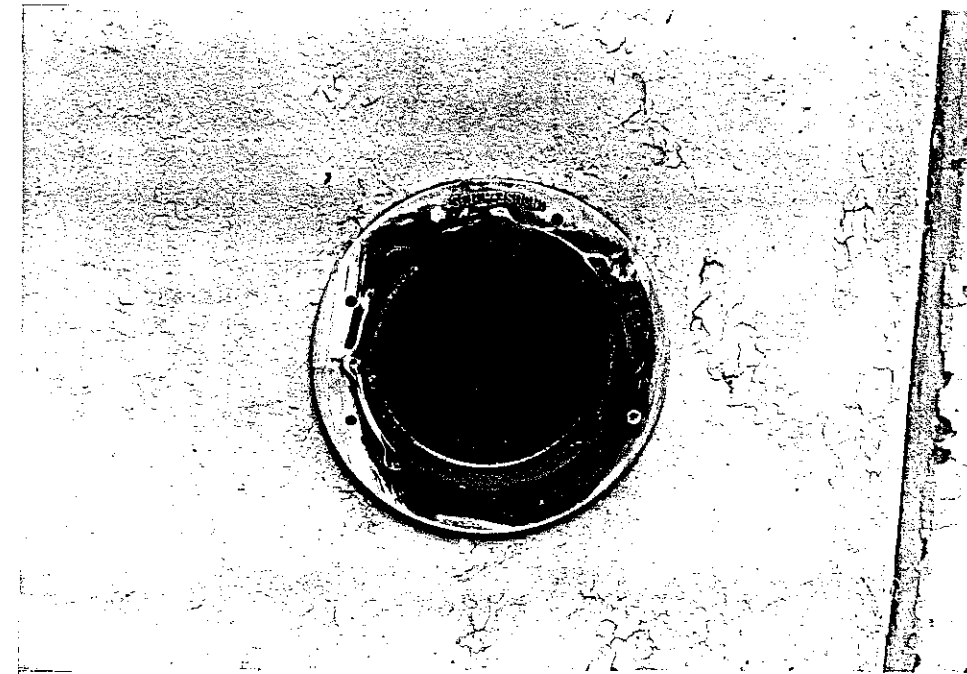
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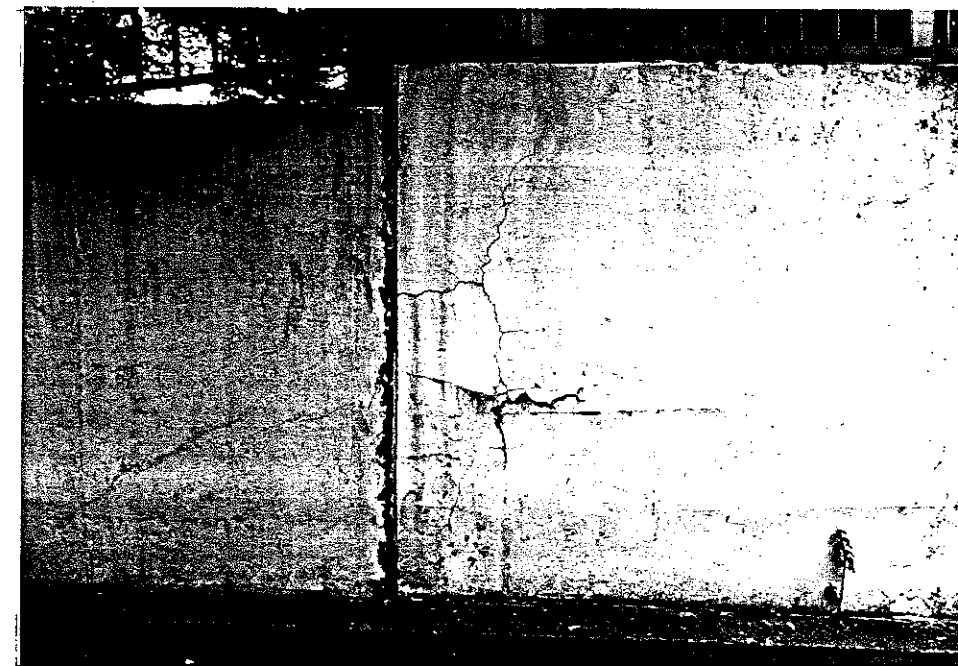
CRACKS IN WALLS NEED REPAIR. RUST STAINS FROM RAILING SHOULD BE PAINTED.



RECESSED INCANDESCENT LIGHTING IN RAMPS IS INOPERATIVE.



EXPANSION JOINTS AT CURBING AND RETAINING WALLS IS BROKEN AND HELPS CAUSE LEAKS AT UNDERGROUND LEVELS.



SPAULING CONCRETE IS CAUSED BY LACK OF WEEPHOLES WHICH SHOULD BE DRILLED AND CONCRETE PATCHED.

MILITARY PARK GARAGE — RECONNAISSANCE PHOTOS

BERGER HOTELS CORPORATION

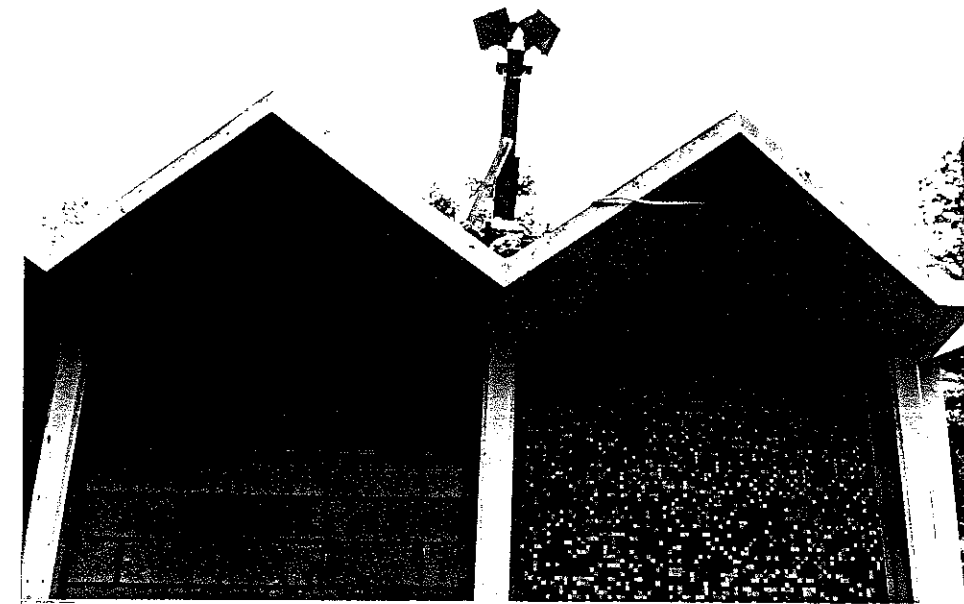
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LIGHTING UNDER KIOSK
ROOFS IS INOPERATIVE
BECAUSE OF VANDALISM.



REPLACEMENT LIGHT ON
ELEVATOR KIOSK IS
ATTACHED TO WOOD
PIECES SET ON ROOF.
WIRING IS EXPOSED AND
DOES NOT MEET
NATIONAL ELECTRIC
CODE.



BRICK SURFACES HAVE
BEEN COVERED WITH
GRAFFITI.



MOSAIC TILE WALLS OF
KIOSK HAVE BEEN BEEN
VANDALIZED.

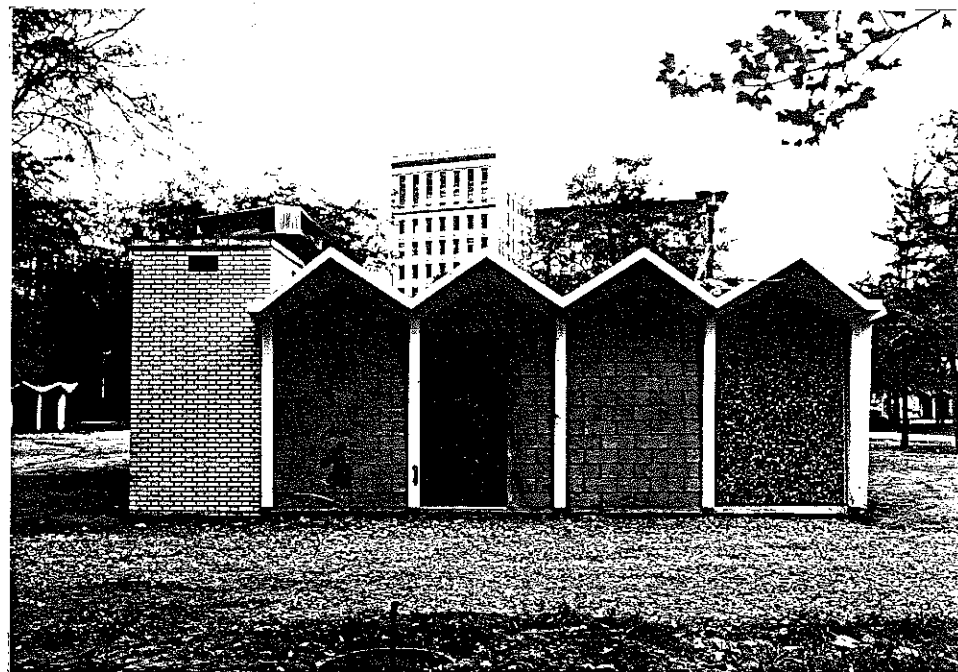
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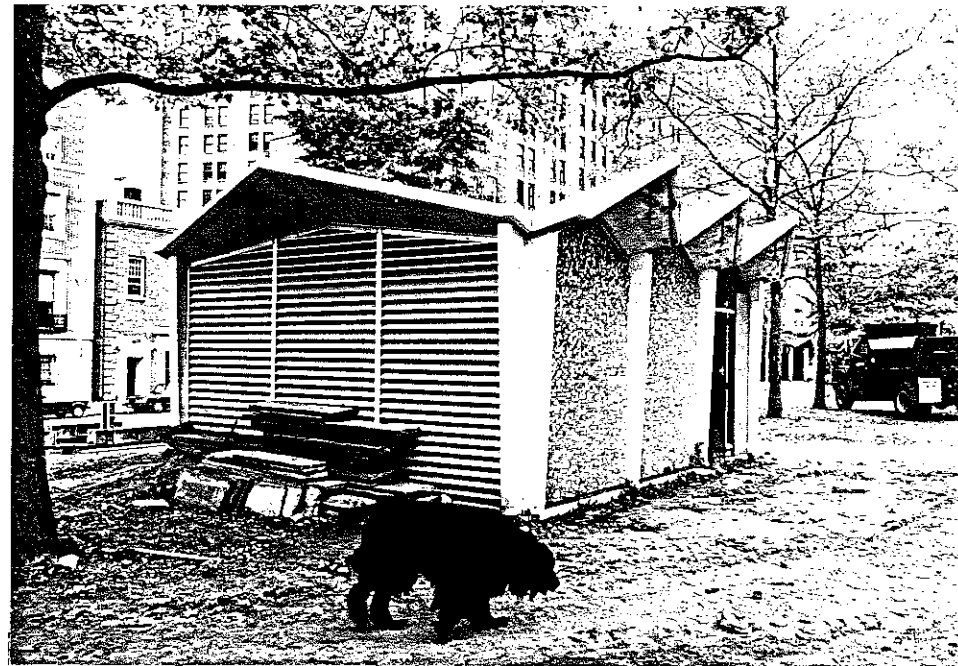
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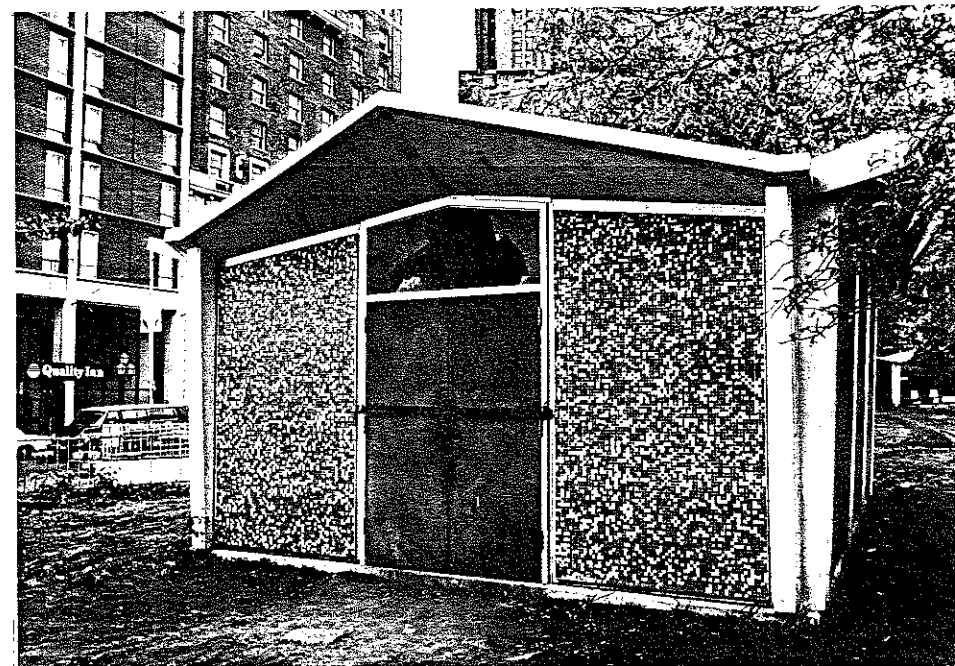
ELEVATOR KIOSK HAS STRONG VISUAL IMPORTANCE IN THE PARK, BUT THIS AMENITY IS NOT OPERATING.



TOO MANY MATERIALS ARE USED IN THE KIOSKS INCLUDING MOSAIC TILE, PAINTED CONCRETE, PLASTER, CONCRETE BLOCK, PAINTED PLYWOOD, GLASS, STEEL DOORS, AND MILL FINISH ALUMINUM MULLIONS.



FRESH AIR INTAKE LOUVERS HAVE NO PROTECTION FROM GRADE AND PERMIT ENTRY OF LITTER. SCREENS ARE NEEDED ON THE INSIDE TO PREVENT DIRT FROM ENTERING THE VENTILATION SYSTEM.



PARK MAINTENANCE SHED HAS UNSIGHTLY BROKEN GLASS OVER DOOR AND HEAVY STEEL BARRICADE OVER DOOR. ENTRY CAN BE GAINED BY WINDOW.

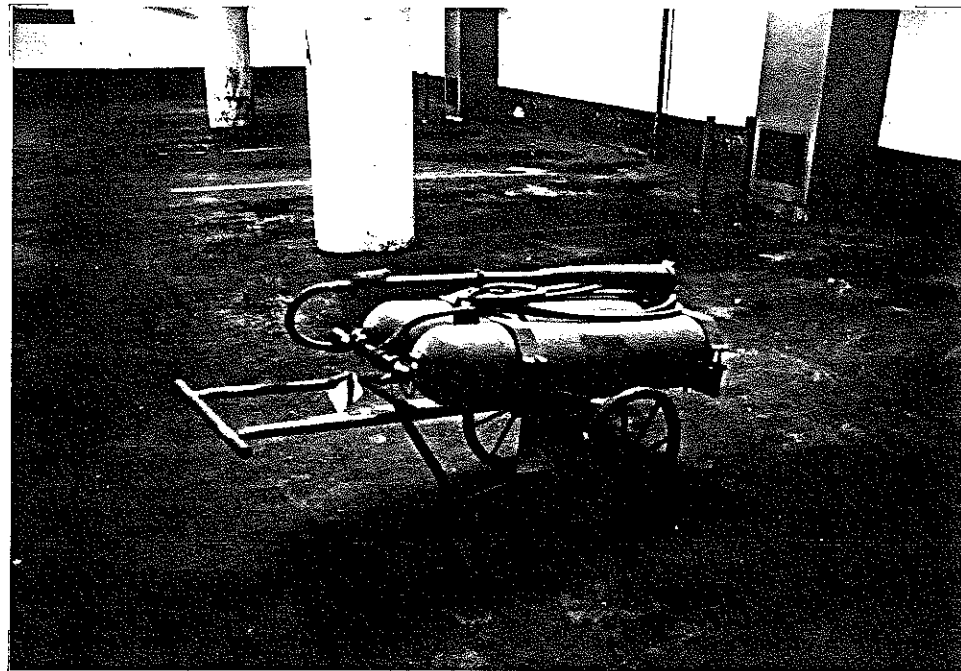
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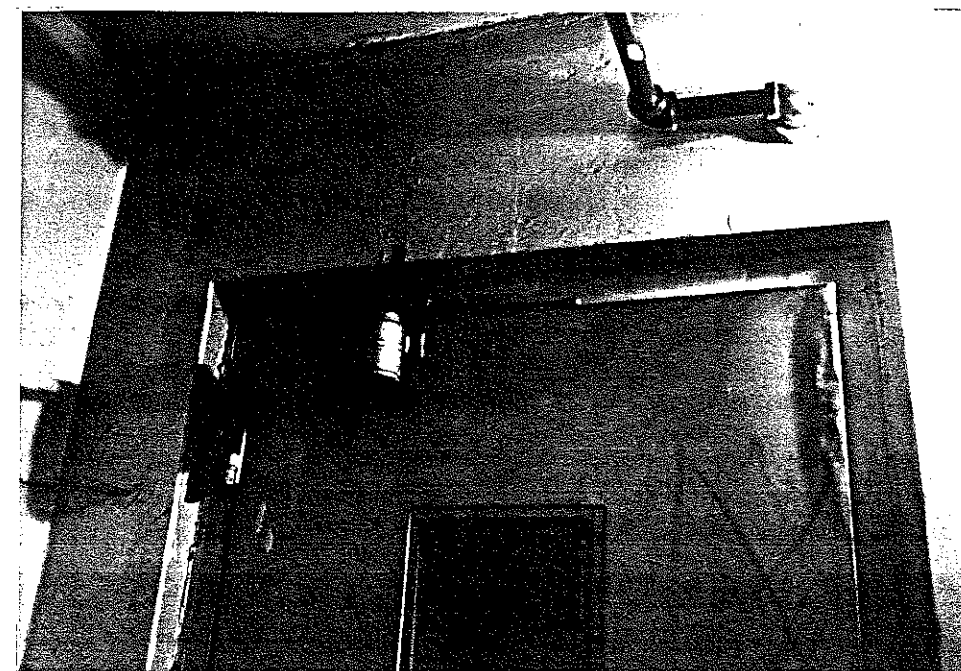
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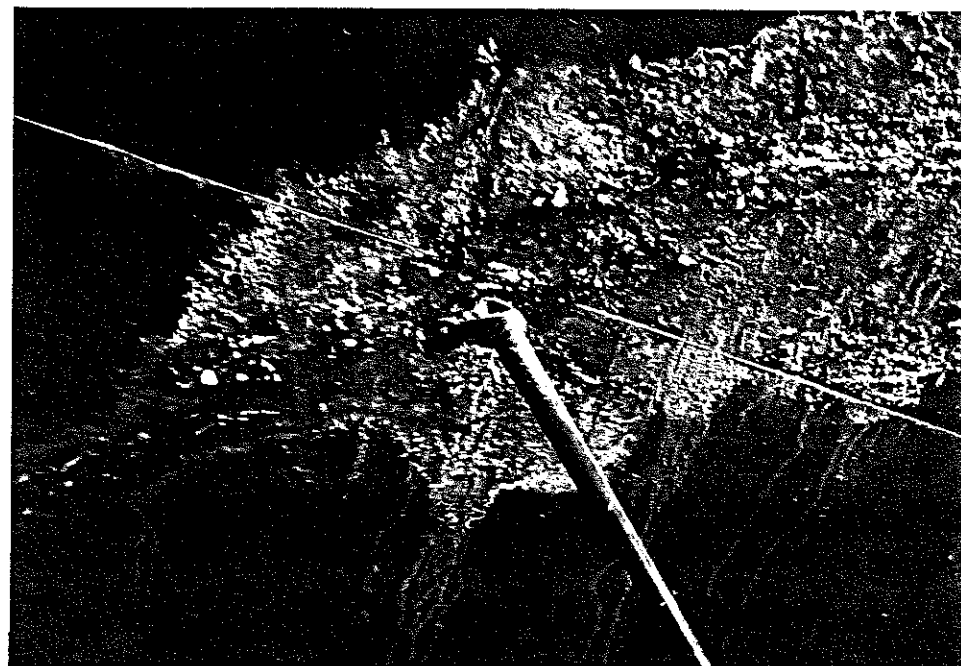
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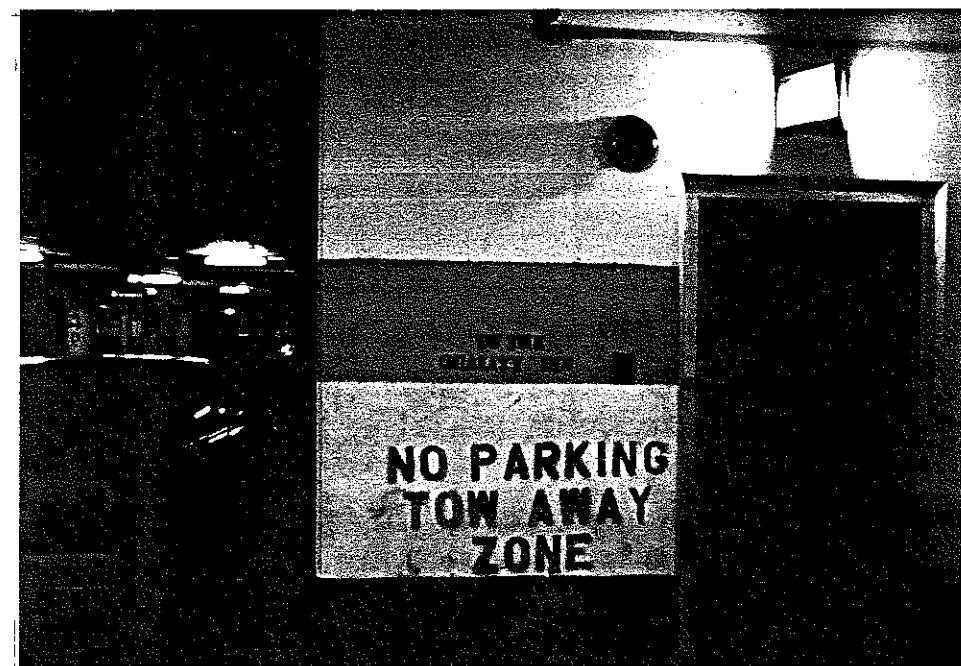
OUTDATED FIRE
FIGHTING EQUIPMENT
WHICH HASN'T BEEN
INSPECTED FOR THE
LAST TWO YEARS.



BROKEN DOOR CLOSERS
ARE TYPICAL. MANY
DOORS ARE KEPT
BLOCKED IN AN OPEN
POSITION. CODE
REQUIRES ALL DOORS
INTO EXIT STAIRS TO
BE WITH OPERATING
CLOSERS AND TO BE
KEPT CLOSED.



BROKEN SPRINKLER
SYSTEM PIPE PROBABLY
DUE TO AN OVERSIZE
TRUCK HITTING A PIPE
WEAKENED FROM SALTS
USED ON RAMPS.



EXIT SIGN OVER DOOR
IS WORKING BUT THE
WORD "EXIT" HAS FADED
FROM THE GLASS.

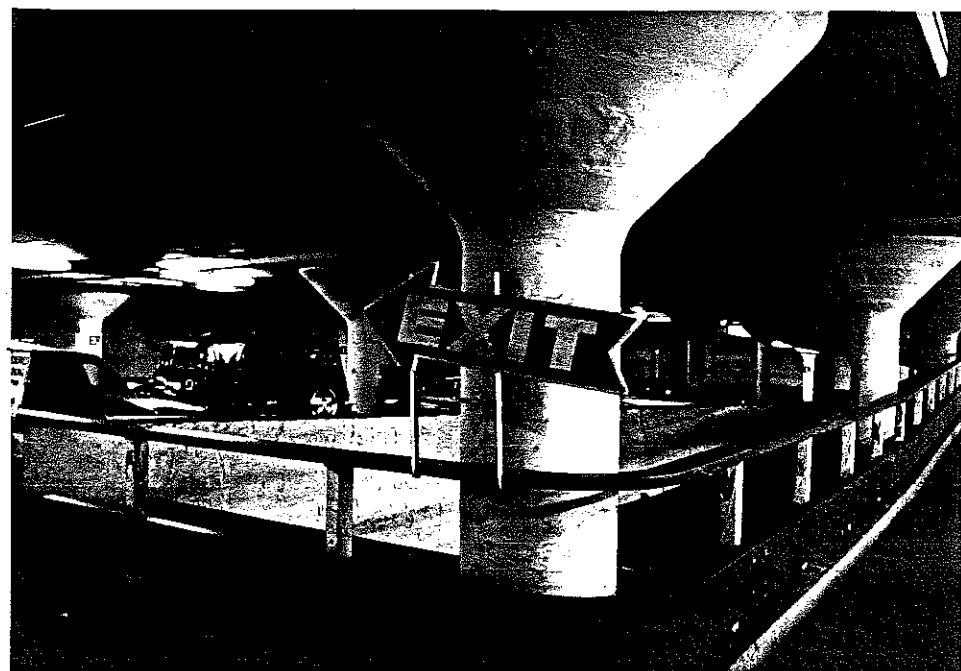
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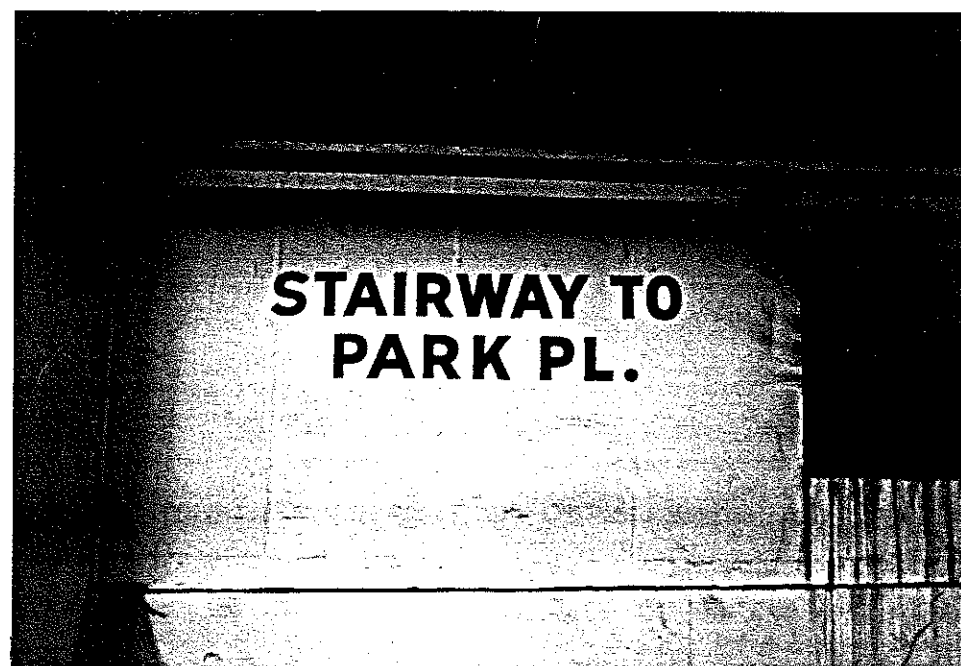
2 Washington Place
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EXIT SIGN IS POORLY
LOCATED FOR MOTORISTS
TO SEE.



INCORRECT INFORMATION
ON SIGN TELLS PATRONS
THE STAIRS ARE TO BE
USED TO THE STREET
LEVEL.



POOR LIGHTING ON
SIGNS CARELESSLY
LETTERED.



ATTENDANT BOOTH
BLOCKS VIEW OF SIGN
SHOWING WHERE
PEDESTRIANS ARE TO
WALK.

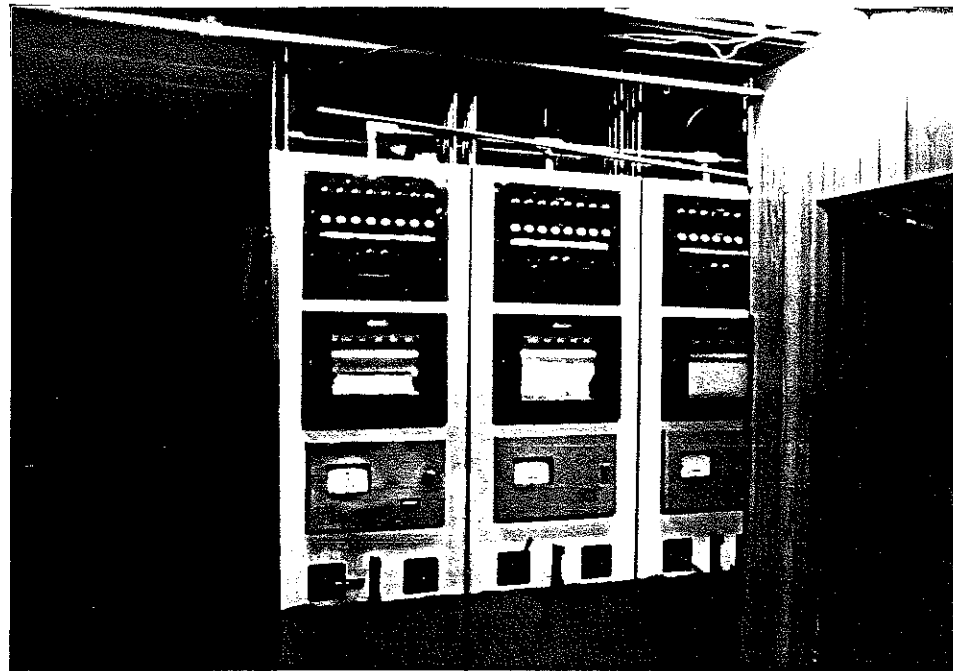
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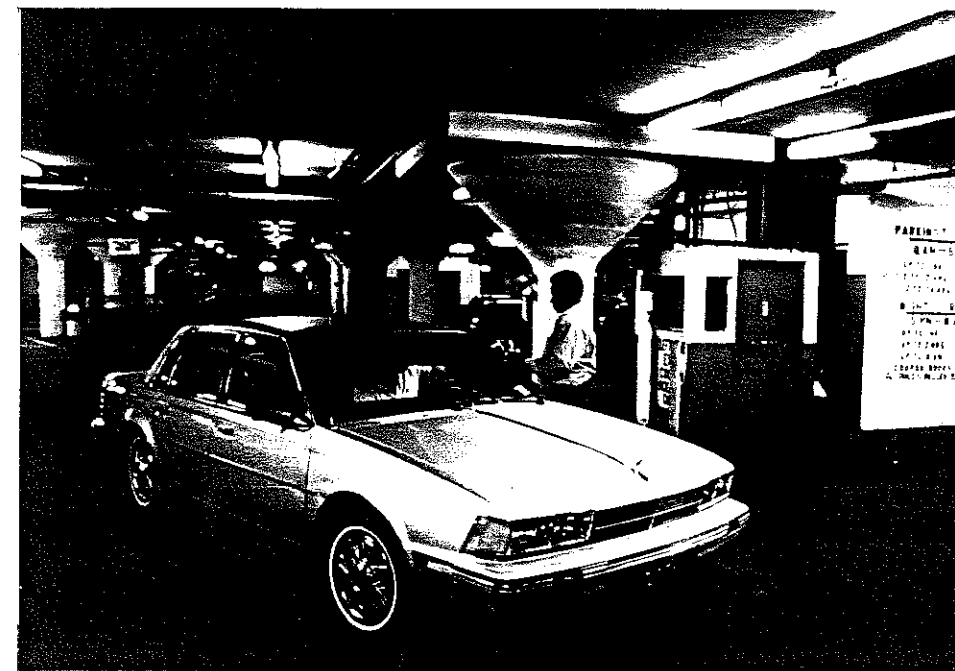
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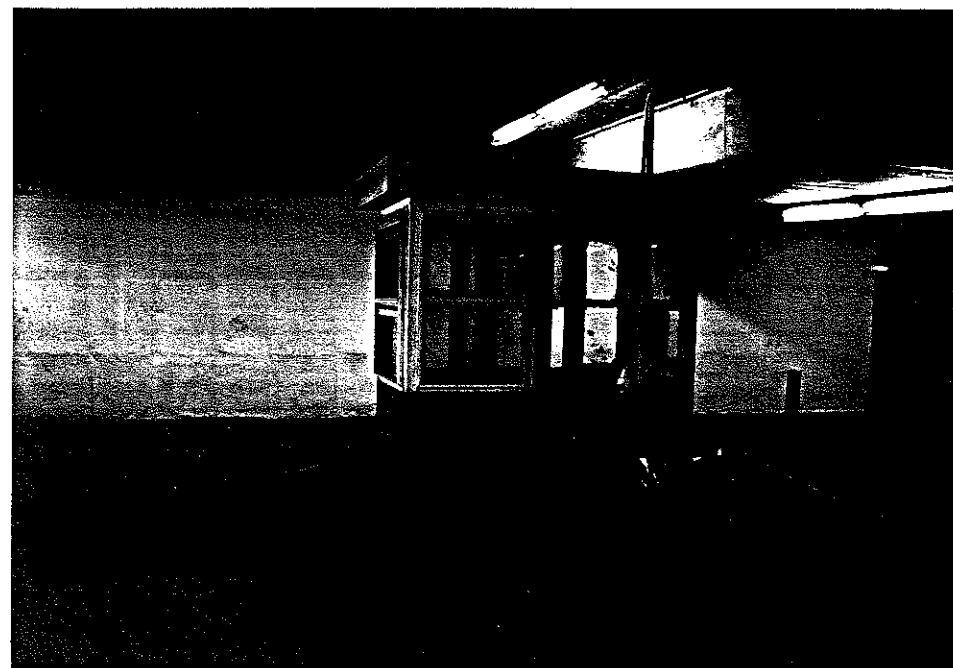
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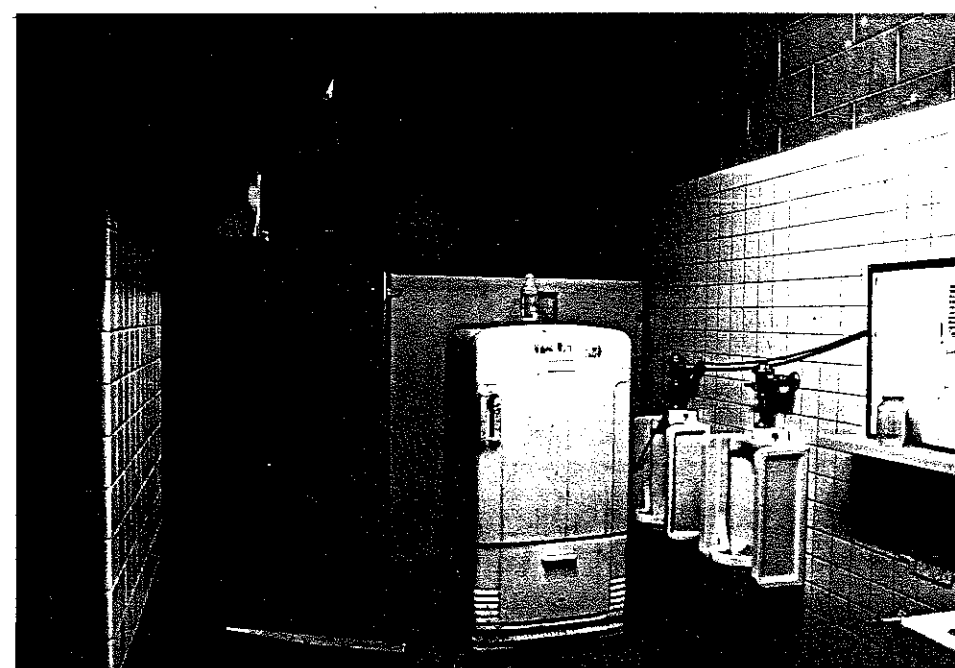
CARBON MONOXIDE
ANALYZER BROKEN AND
IN NEED OF
REPLACEMENT.



MANUAL SYSTEM OF
DEPARTURE IS LABOR
INTENSIVE. AUTOMATIC
METHODS COULD PROVIDE
ATTENDANTS MORE TIME
FOR MAINTENANCE AND
SURVEILLANCE.



ATTENDANT BOOTHS ARE
NOT WELL LIT OR
POSITIONED FOR
SECURITY
SURVEILLANCE.



STAFF AREAS ARE IN
NEED OF REPAIR.
LOCKS ARE NEEDED TO
RESTRICT ACCESS TO
STAFF AREAS.

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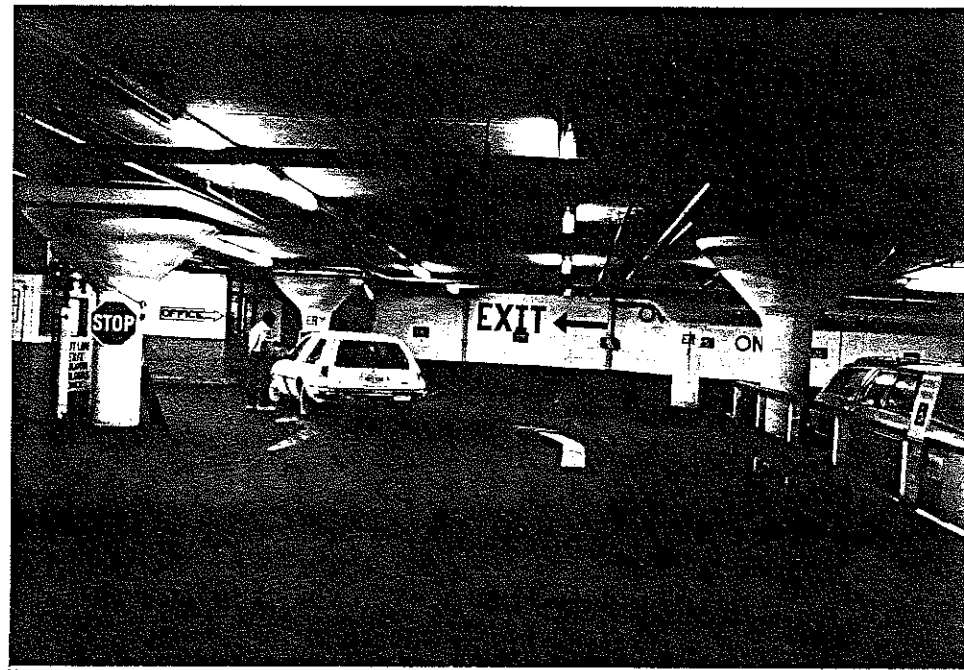
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Newark, N J 07102
Tel. (201) 624-1430



TICKET DISPENSOR AT MAIN ENTRANCE RAMP BREAKS DOWN AT PEAK PERIODS. NO GATE STOPS CUSTOMERS AT THIS POINT.



MANUAL SIGNAGE SYSTEMS ARE USED TO DIRECT PATRONS TO AVAILABLE PARKING AREAS WHEN UPPER LEVELS ARE FILLED.



VISUAL CLUTTER OBSCURES INFORMATION SIGNAGE.



SIGN DOES NOT INDICATE THIS POSITION IS CLOSED.

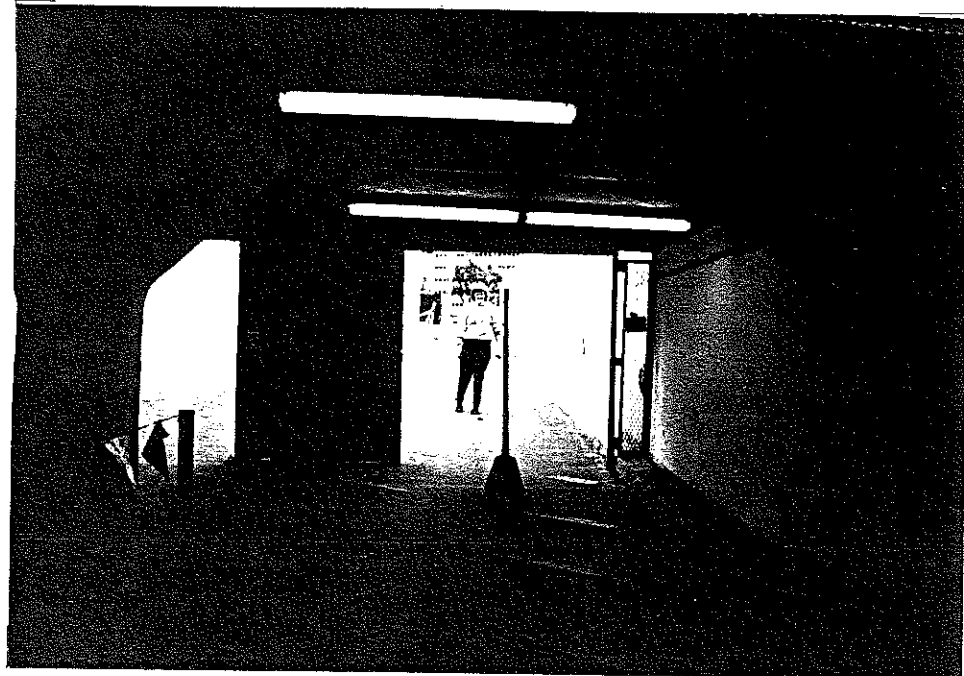
MILITARY PARK GARAGE — RECONNAISSANCE PHOTOS

BERGER HOTELS CORPORATION

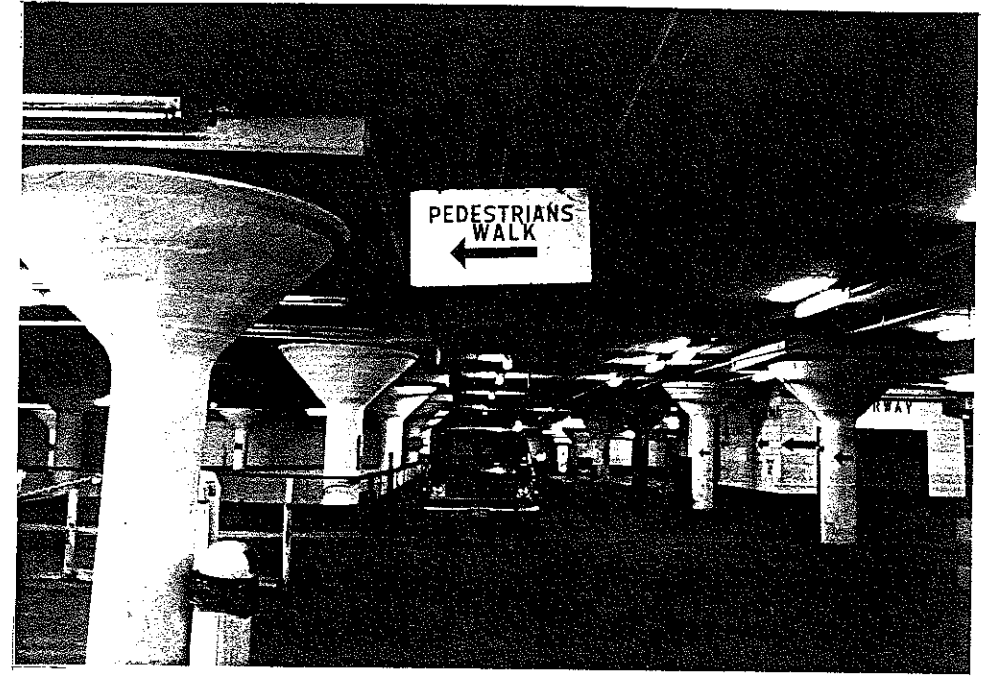
ROBERT TREAT CENTER
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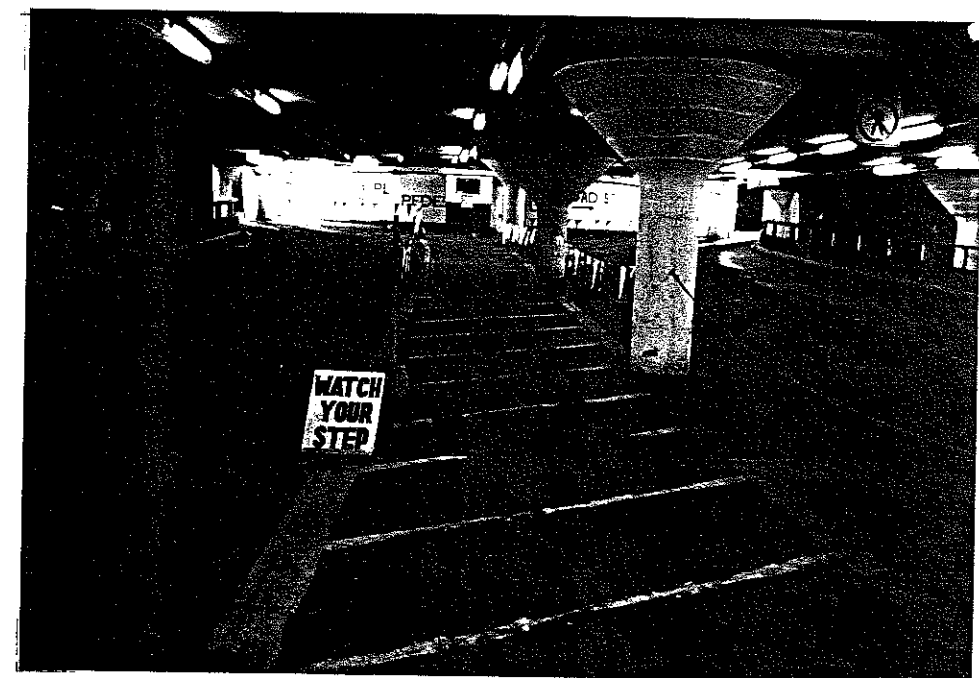
POOR LIGHTING IN GARAGE CONTRIBUTES TO DIFFICULT ADJUSTMENT FOR PEDESTRIANS.



PEDESTRIANS MUST SHARE ALL WALKS WITH MOTOR VEHICLES, SEPARATED AT BEST BY A ROPE.



OBSCURED BY DARKNESS A SIGN TELLS PEDESTRIANS NOT TO WALK IN THE ROADWAY.



COLORLED FLAGS ARE THE ONLY PROTECTION FROM CARS FOR CUSTOMERS WHEN THEY LEAVE ON FOOT.

MILITARY PARK GARAGE — RECONNAISSANCE PHOTOS

BERGER HOTELS CORPORATION
 ROBERT TREAT CENTER
 50 PARK PLACE
 NEWARK, NEW JERSEY 07102

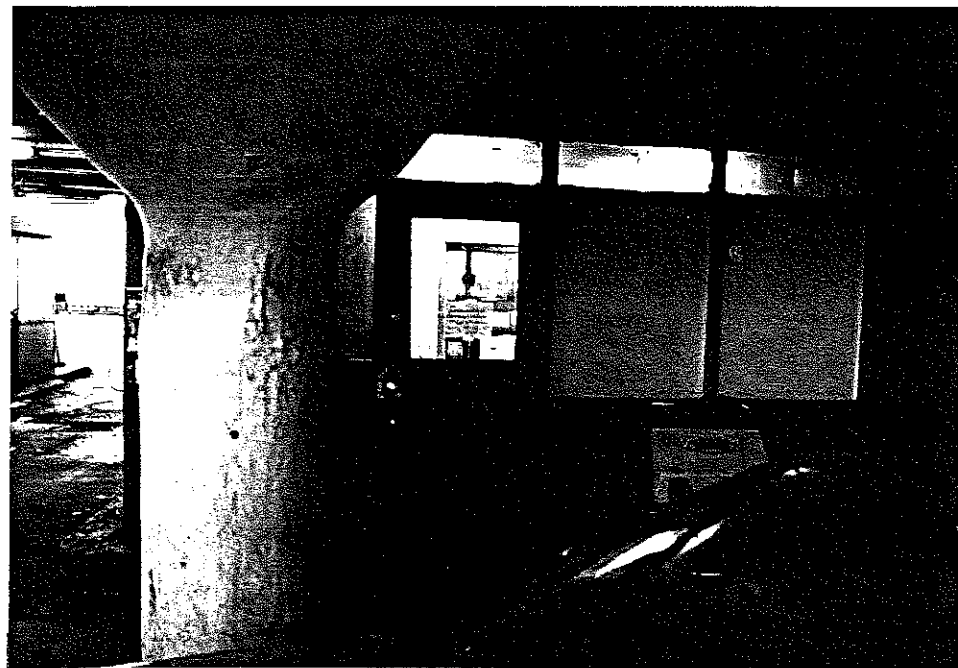
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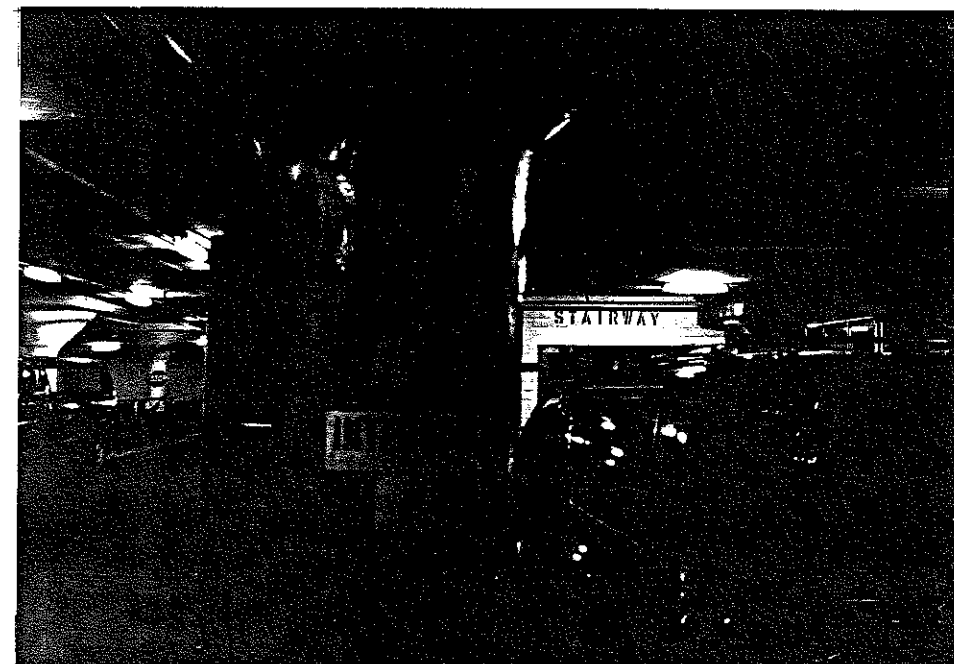
WALKWAYS ARE COVERED WITH GREASE AND ARE SLIPPERY WHEN WET.



ELEVATOR LOBBY PROVIDES POTENTIAL CRIMINALS WITH MANY PLACES TO HIDE WITHOUT ANY SURVEILLANCE.



OFFICE LOCATION DOES NOT AFFORD ANY VIEW OF THE GARAGE FOR ADDED SENSE OF ORIENTATION AND PROTECTION.



INTERCOM STATIONS ARE INOPERATIVE AND FREQUENTLY DARK SO THEY CANNOT BE SEEN.

MILITARY PARK GARAGE — RECONNAISSANCE PHOTOS

BERGER HOTELS CORPORATION

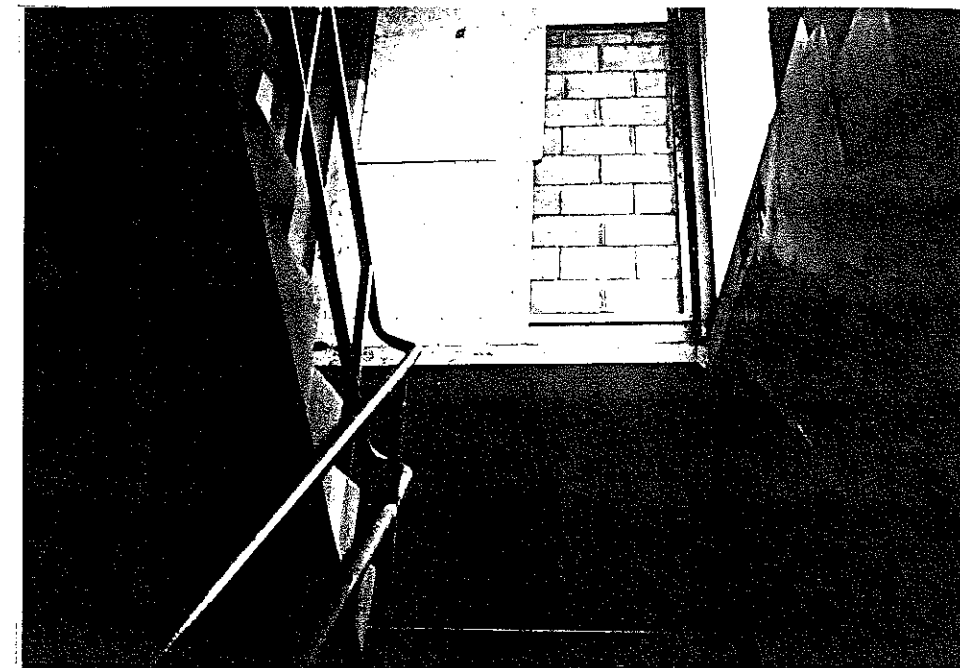
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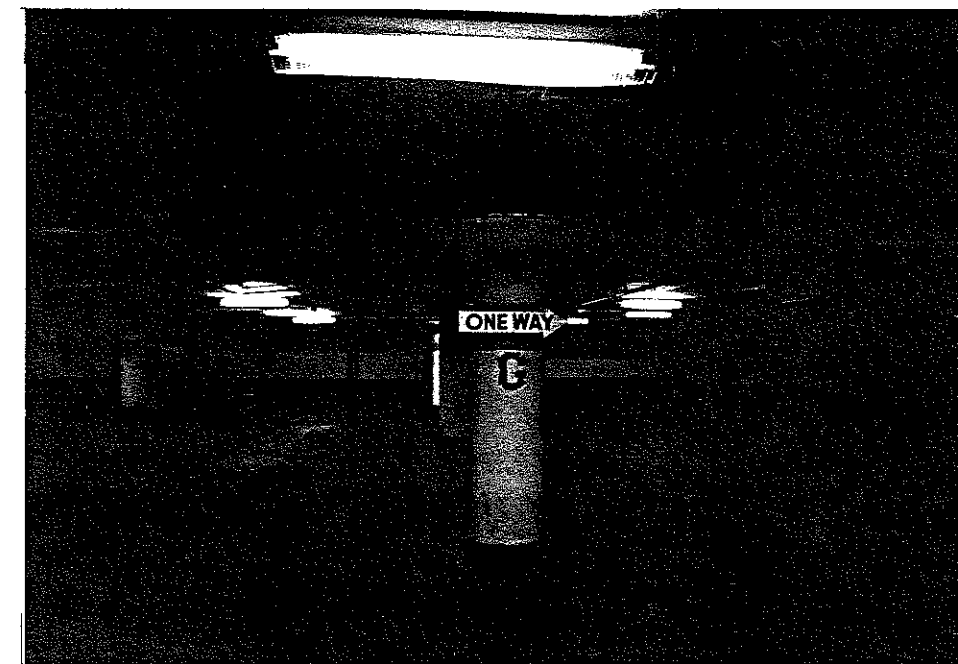
WASTE RECEPTACLE IS
POORLY LOCATED AND IN
NEED OF REPLACEMENT.



STAIRS ARE
UNATTRACTIVE AND
SOMETIMES USED IN
LIEU OF TOILET
FACILITIES.



LIMITED SPACES ARE
PROVIDED FOR
HANDICAPPED USE.
ELEVATORS WOULD
INCREASE THE
COMPLIANCE WITH
MINIMUM ACCESSIBILITY
STANDARDS REQUIRED OF
PUBLIC GARAGES.



ONE WAY SYSTEM IS
DISREGARDED BY
PATRONS AND SIGNS
INDICATING DIRECTION
ARE LOCATED WHERE
DRIVERS ARE NOT
LOOKING.

MILITARY PARK GARAGE — RECONNAISSANCE PHOTOS

BERGER HOTELS CORPORATION

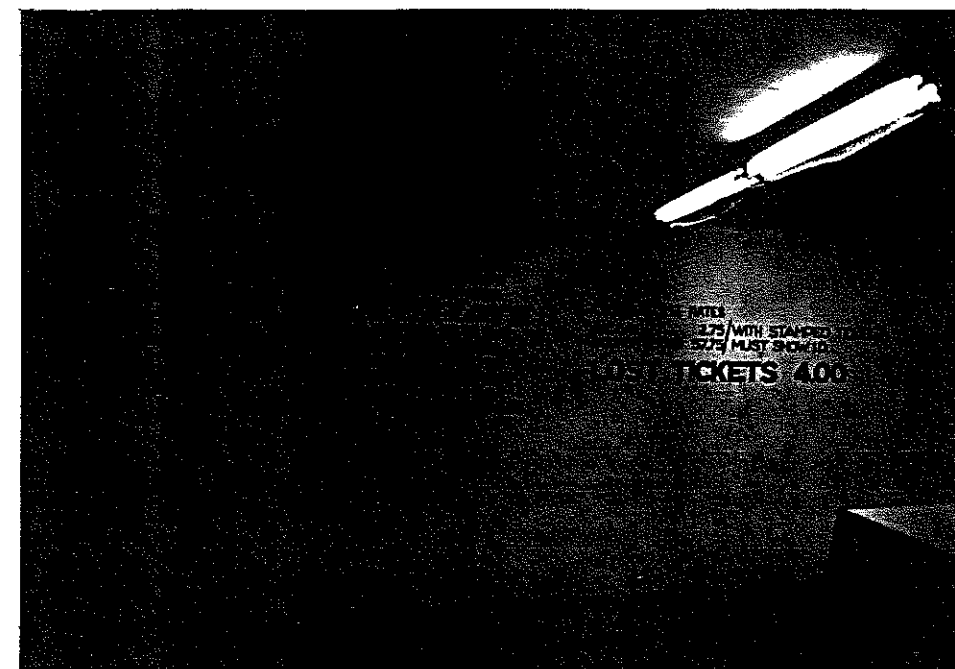
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BACKLIT SIGNS PROVIDE
CLEAR DIRECTION FOR
PATRONS.



POOR LIGHTING MAKES
RATE INFORMATION
IMPOSSIBLE TO READ.



LEVEL INDICATIONS ARE
PLACED ONLY AT ONE OF
SIX STAIRCASES.



POOR LIGHTING LEVELS
NEER STAIRS
CONTRIBUTE TO A SENSE
OF FEAR IN THE
GARAGE.

MILITARY PARK GARAGE — RECONNAISSANCE PHOTOS

BERGER HOTELS CORPORATION

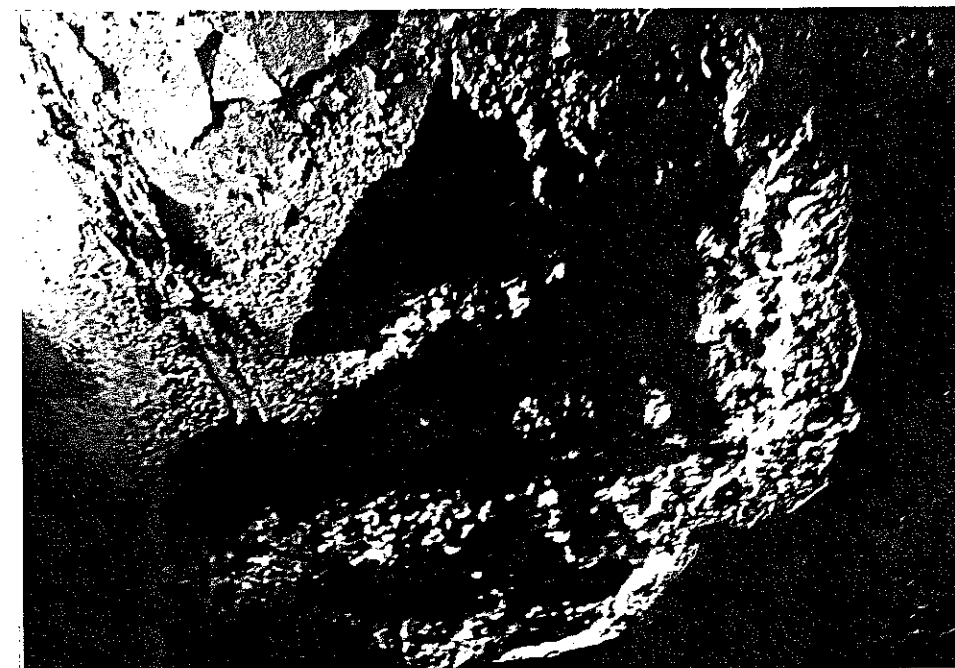
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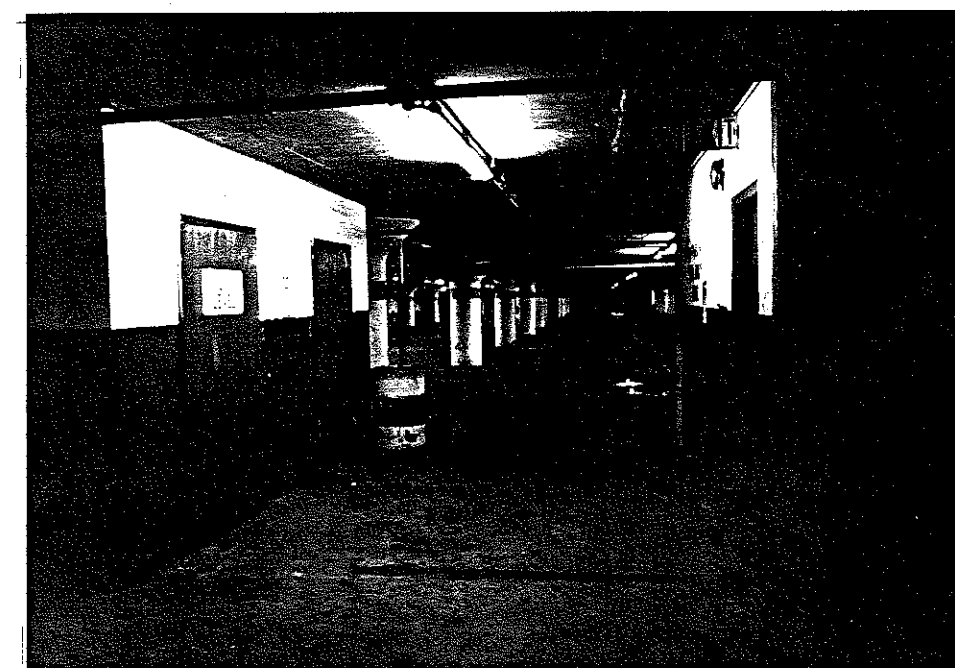
MORE THAN HALF OF THE
FLUORESCENT LIGHTS
ARE NOT WORKING.



STRUCTURAL DAMAGE TO
CONCRETE DECKS WHICH
COULD CAUSE HARM TO
PEOPLE IN THE GARAGE
FROM FALLING PIECES.
REPAIRS ARE
ESSENTIAL.



TRENCH DRAINS AT
ENTRANCES ARE CLOGGED
AND IN NEED OF
ATTENTION. SOME SUMP
PUMPS IN THIRD TIER
ARE INOPERATIVE.



THIS ELEVATOR LOBBY
IS BLEAK AND
UNPLEASANT.

MILITARY PARK GARAGE — RECONNAISSANCE PHOTOS

BERGER HOTELS CORPORATION

ROBERT TREAT CENTER
50 PARK PLACE
NEWARK, NEW JERSEY 07102

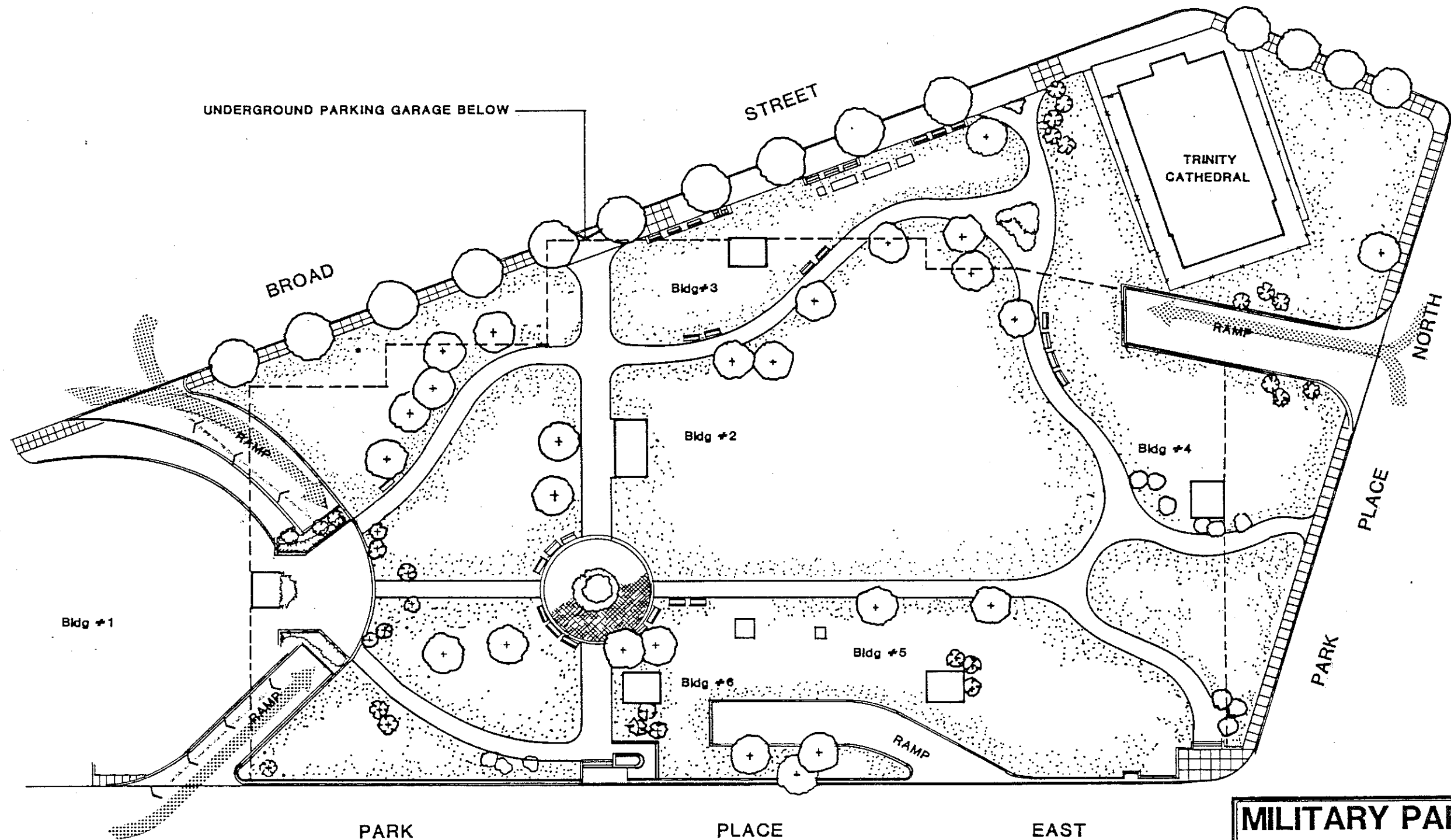
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MOVEMENT

A.M. PEAK HOUR

Movement patterns in the garage's morning peak hour find the majority of patrons entering at the Park Place East car ramp, using the single ticket machine inside the garage, and then proceeding to the parking areas on the first level. Cars frequently back up into the street because ticket dispensers are not functioning properly in spite of attendants standing by to issue tickets in an emergency. Pedestrians leaving the garage on the same ramp cause delays from contraflow. Some cars enter from the Broad Street entrance which is less congested. The least utilized entrance is at Park Place North. There is no express system available for regular customers upon entry to the facility.



PARK LEVEL

MILITARY PARK GARAGE

CONCEPTUAL DESIGN PREPARED FOR:

BERGER HOTELS CORPORATION

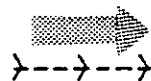
QUALITY INN
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NEWARK, NEW JERSEY 07102

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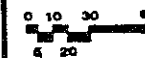
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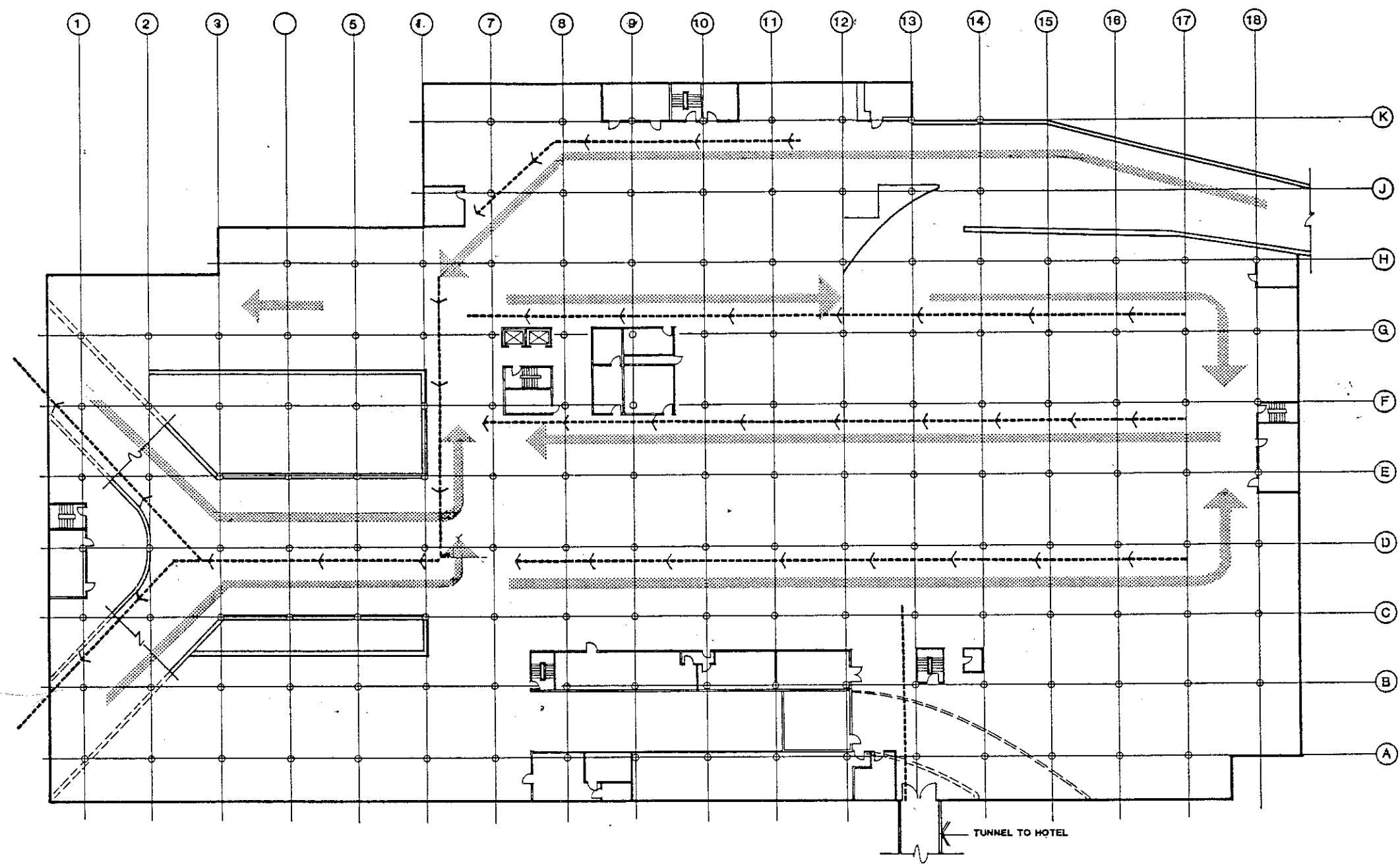
MOVEMENT -AM PEAK

DIRECTION OF FLOW:



AUTOMOBILE
PEDESTRIAN

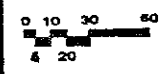
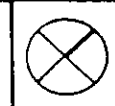
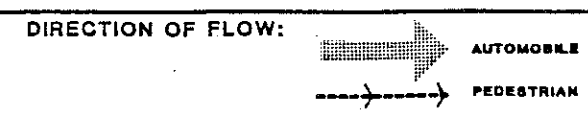




FIRST TIER

MILITARY PARK GARAGE CONCEPTUAL DESIGN PREPARED FOR: BERGER HOTELS CORPORATION QUALITY INN ROBERT TREAT CENTER 10 PARK PLACE NEWARK, NEW JERSEY 07102		Mikesell & Associates Architecture and Planning 2 Washington Place Newark, N J 07102 Tel. (201) 624-1430
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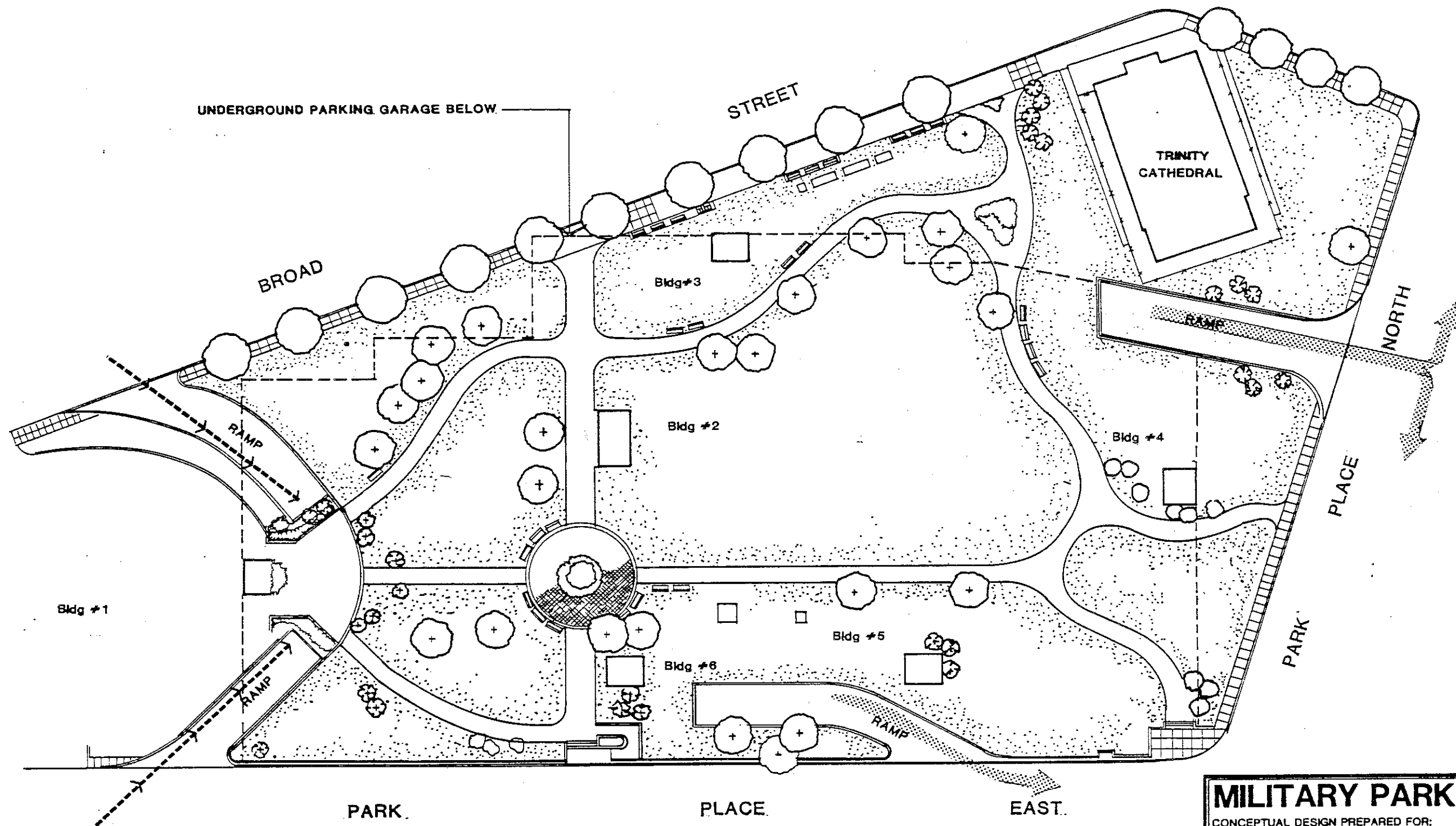
MOVEMENT - AM. PEAK



MOVEMENT

P.M. PEAK HOUR

The primary movement patterns established during the evening peak period show the patrons entering the garage by the ramps, entering their cars, and leaving the garage by the Park Place East exit ramp. The lower levels feed into this exit ramp and a backup occurs on the exit ramps at this point. Restricting this traffic flow to one lane and allowing some cars to exit via Park Place North would encourage some movement throughout lower tiers. Problems occur at the Park Place North exit ramp because of inability to access the traffic patterns at street level. There is no traffic light to assist in the merge of cars at this point. Use of tickets without gates helps reduce some congestion, but disregard of coupon gates only can cause failure of the system.



MILITARY PARK GARAGE

CONCEPTUAL DESIGN PREPARED FOR:

BERGER HOTELS CORPORATION

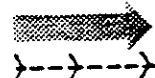
QUALITY INN
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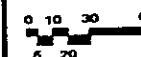
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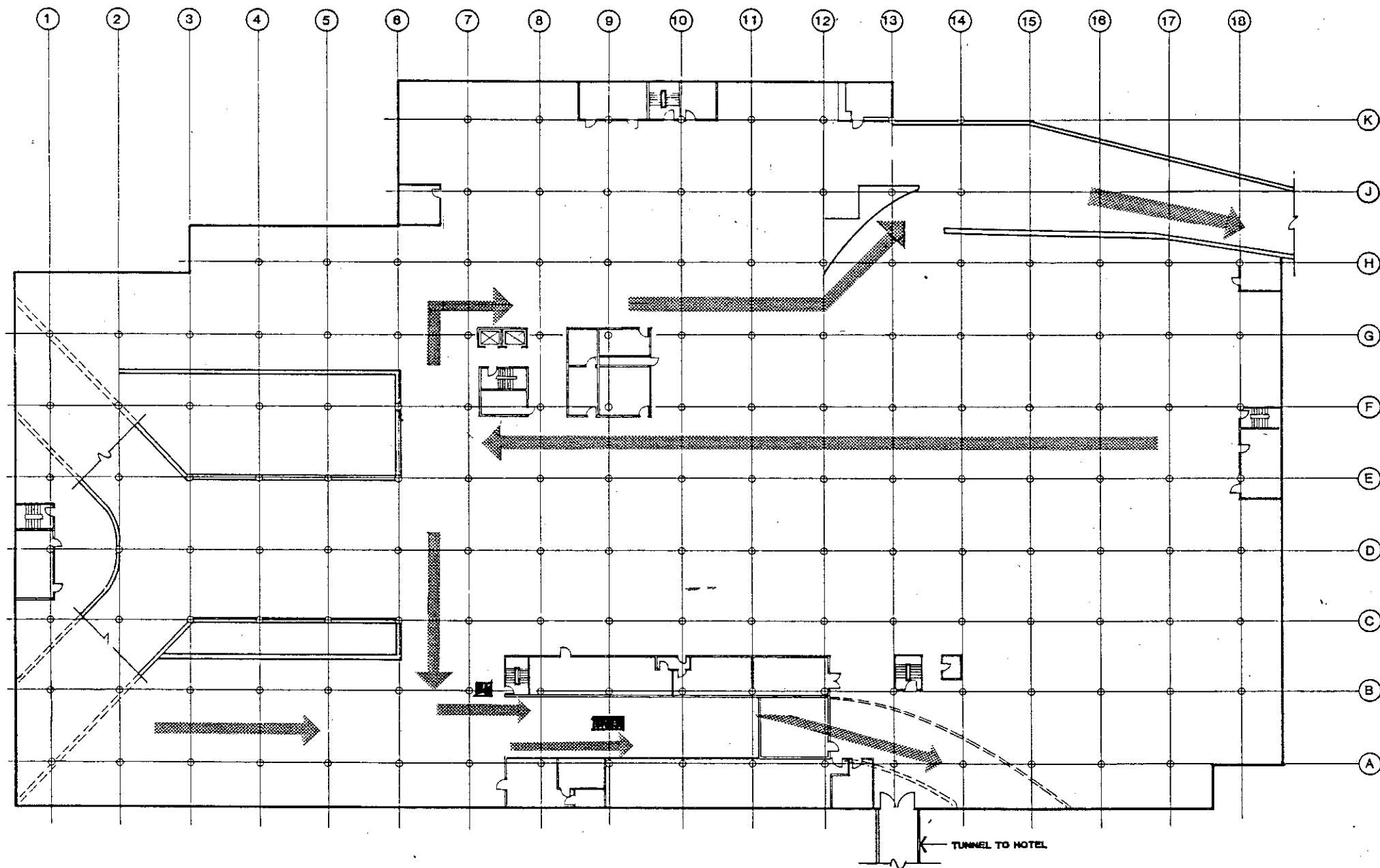
MOVEMENT -PM PEAK

DIRECTION OF FLOW:



AUTOMOBILE
PEDESTRIAN





FIRST TIER

MILITARY PARK GARAGE

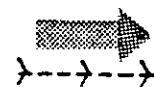
CONCEPTUAL DESIGN PREPARED FOR:

BERGER HOTELS CORPORATION

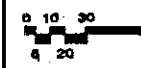
QUALITY INN
ROBERT TREAT CENTER
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MOVEMENT -PM PEAK

DIRECTION OF FLOW:

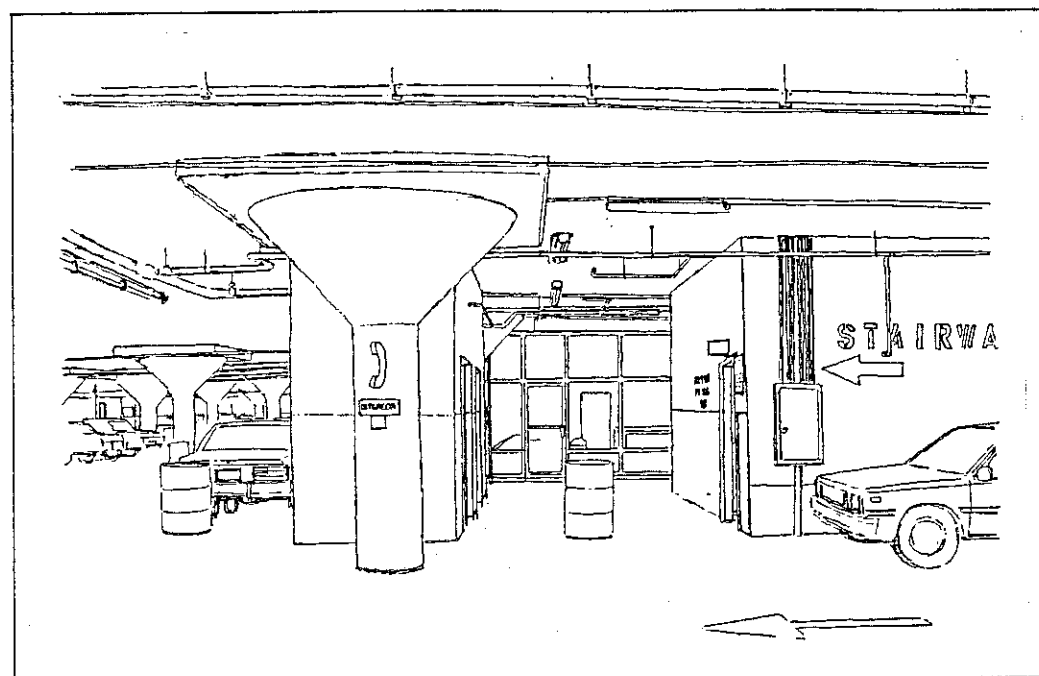


AUTOMOBILE
PEDESTRAIN

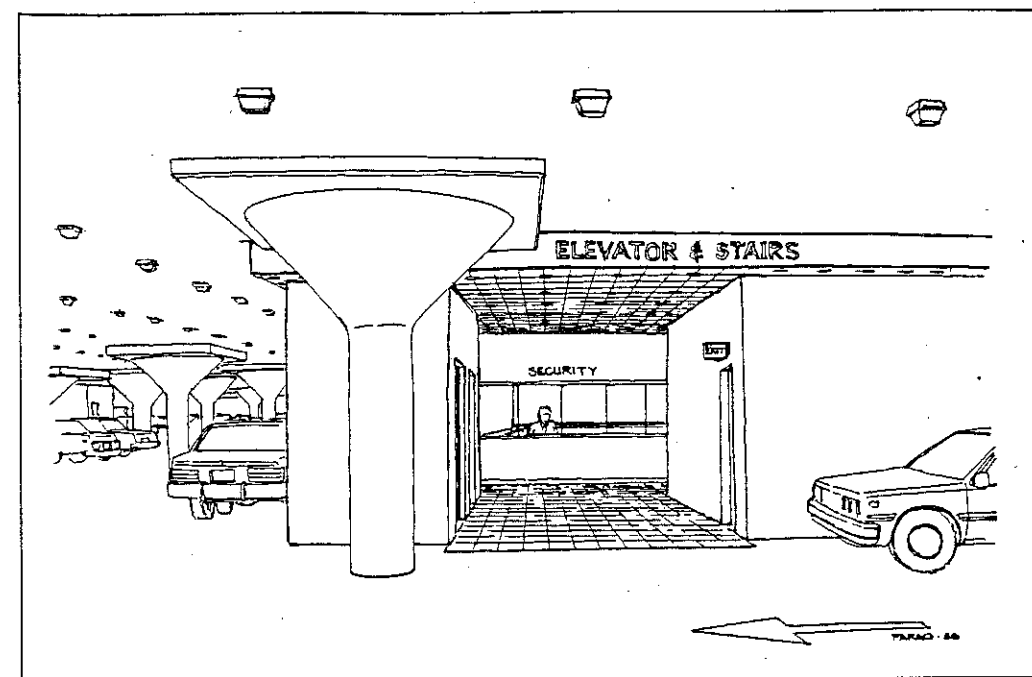


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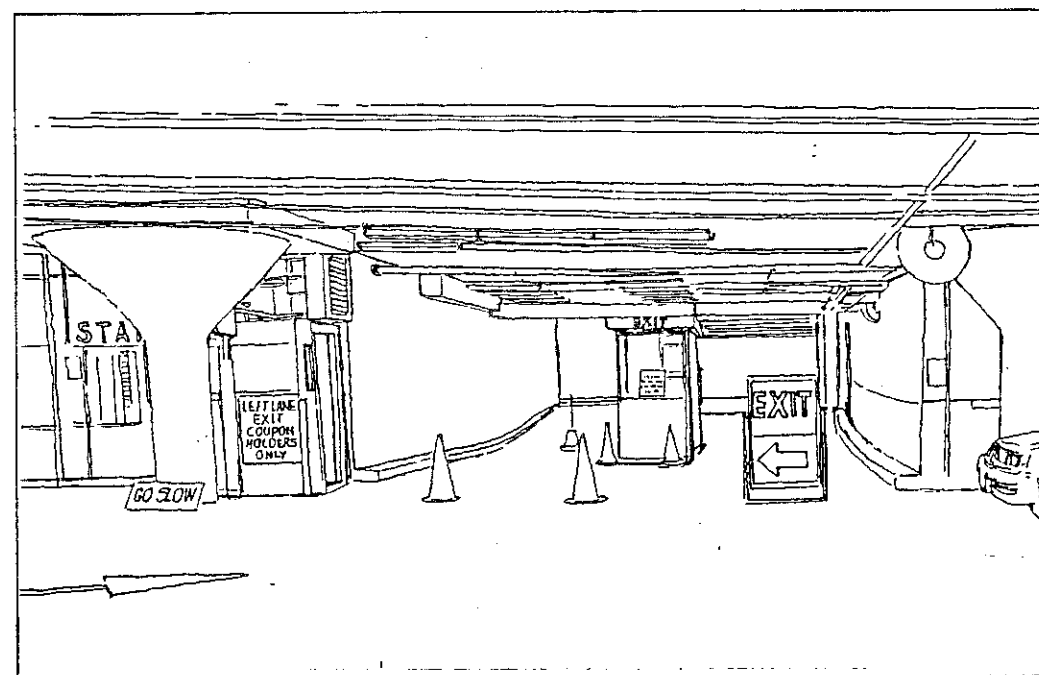
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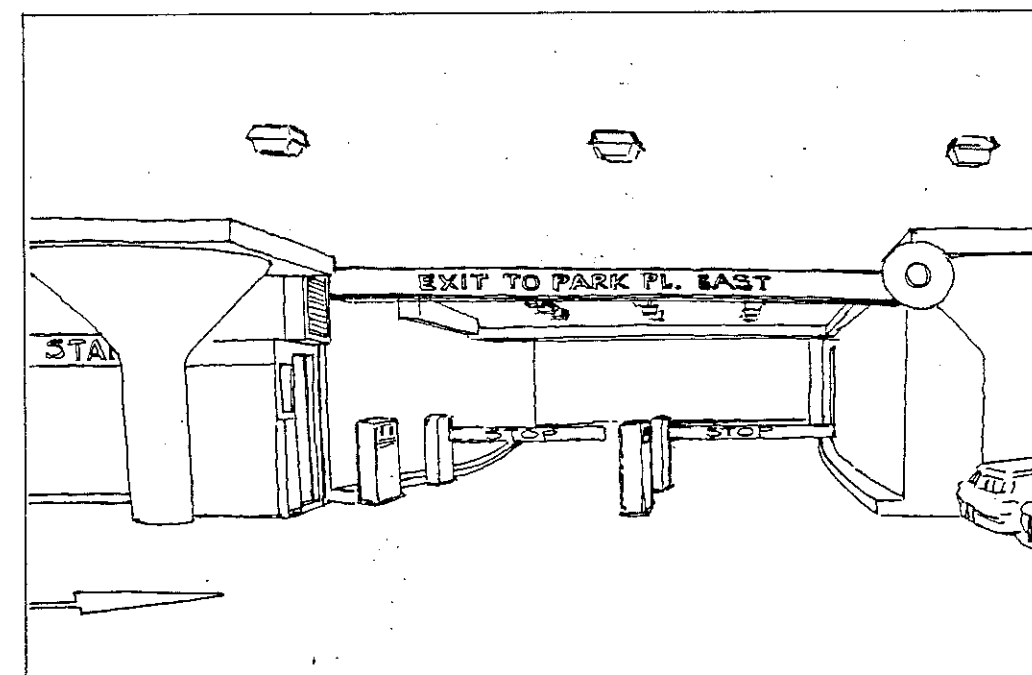
FIRST TIER - ELEVATOR LOBBY EXISTING



FIRST TIER - ELEVATOR LOBBY PROPOSED



PARK PLACE EAST - EXIT RAMP EXISTING



PARK PLACE EAST - EXIT RAMP PROPOSED

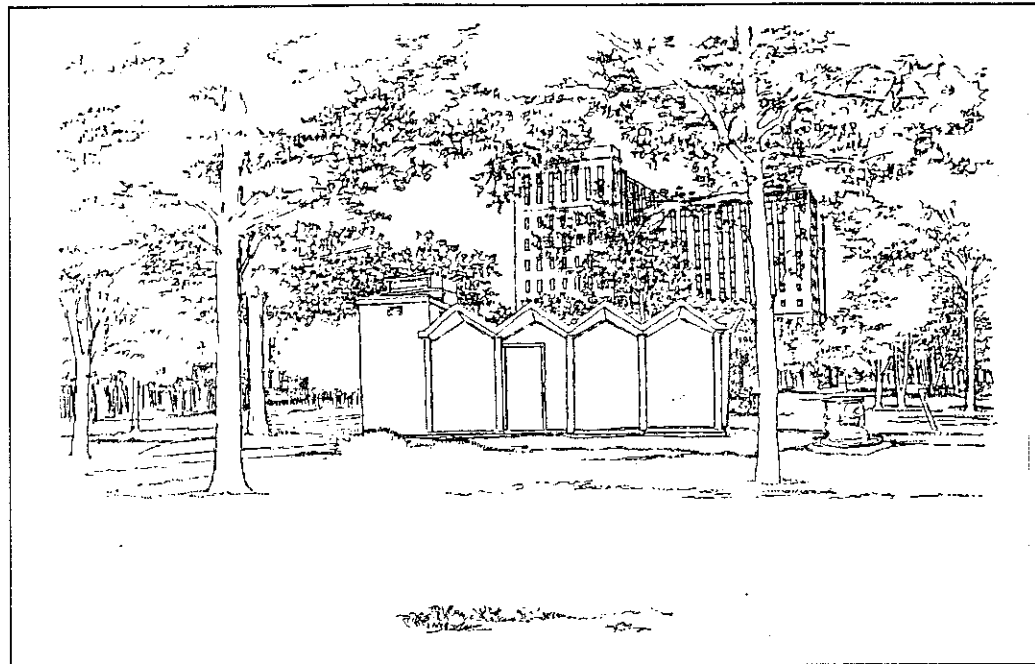
SKETCH PERSPECTIVES

BERGER HOTELS CORPORATION

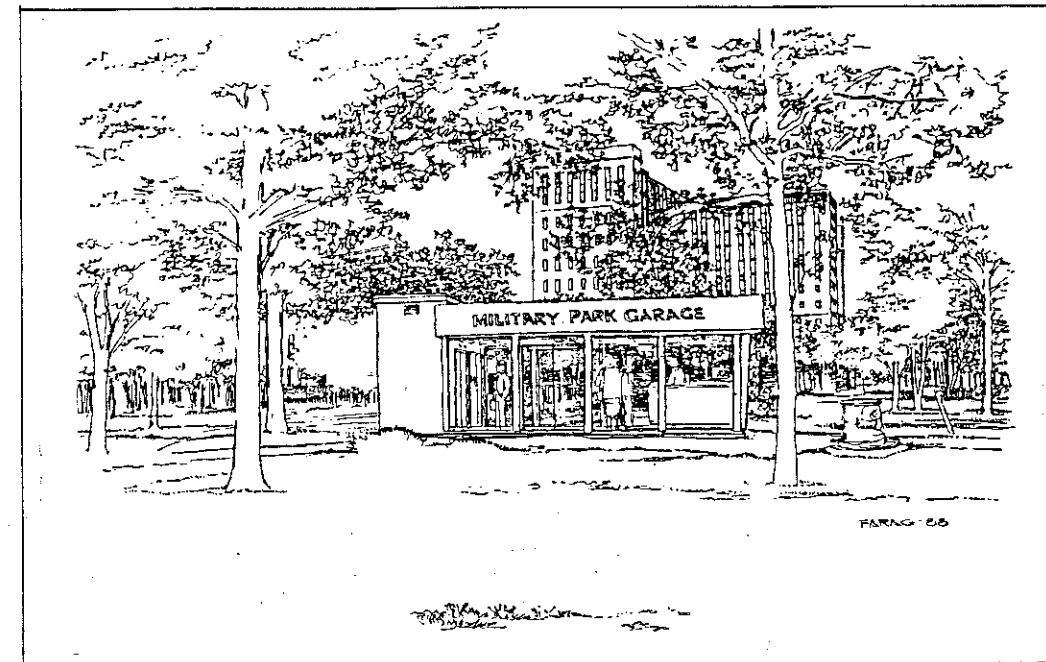
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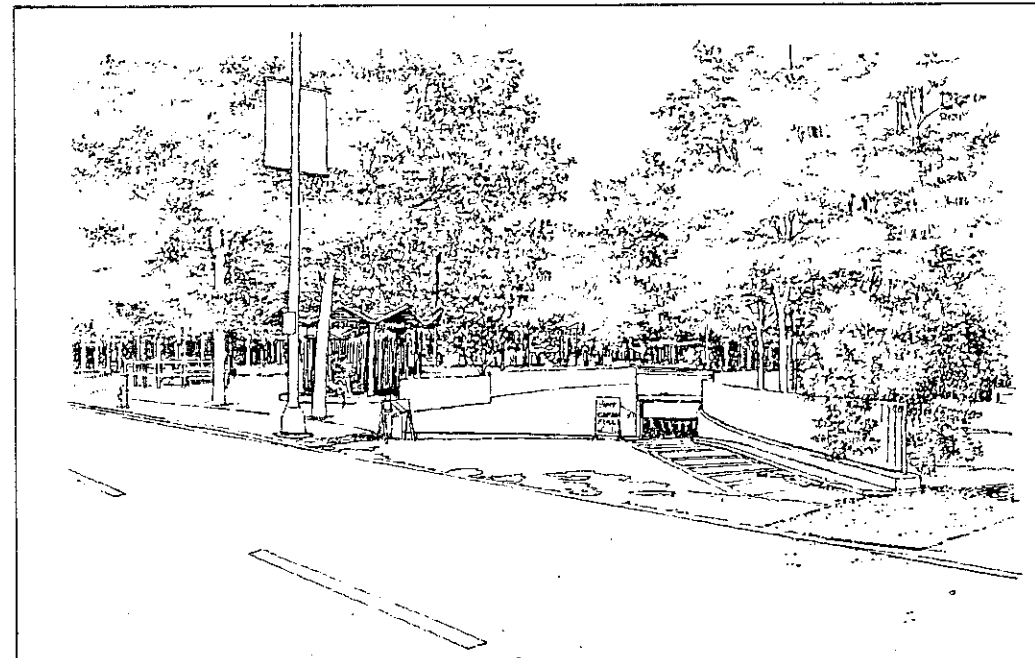
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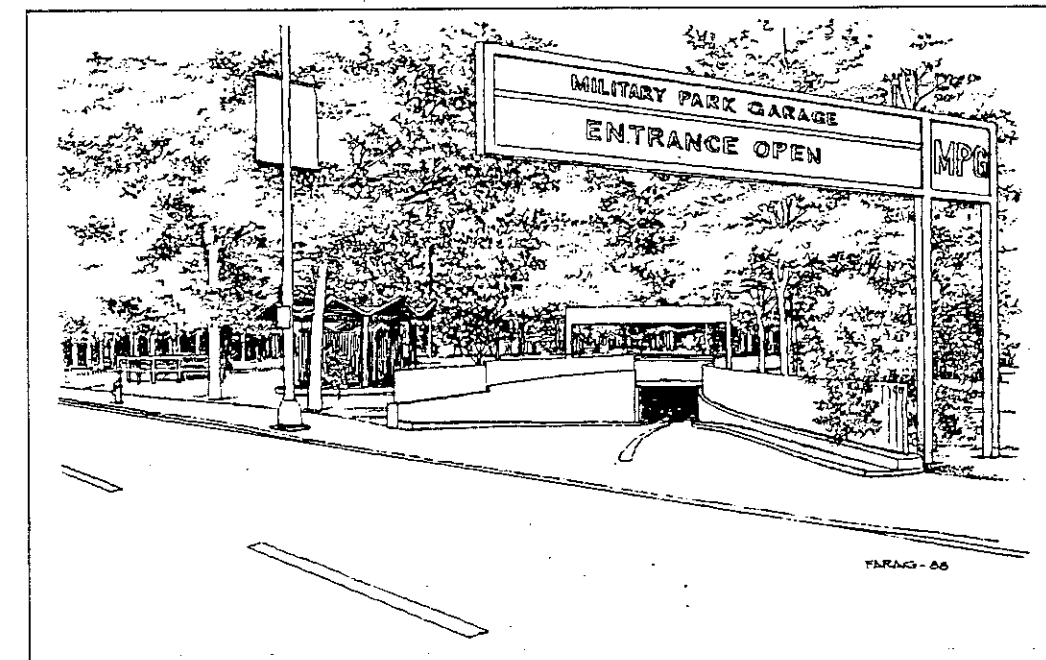
MILITARY PARK - ELEVATOR LOBBY EXISTING



MILITARY PARK - ELEVATOR LOBBY PROPOSED



BROAD STREET - ENTRANCE RAMP EXISTING



BROAD STREET - ENTRANCE RAMP PROPOSED

SKETCH PERSPECTIVES

BERGER HOTELS CORPORATION

ROBERT TREAT CENTER
50 PARK PLACE
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RECOMMENDATIONS

MOTOR VEHICLE ENTRANCES & EXITS

All entrances will have an entry standard. These overhead structures will have graphics integrated into the design including a Military Park Garage logo, which will be used throughout the facility and all printed matter. These entrance standards will provide critical information to customers such as whether or not an entrance lane is open or not, and also there will be a changing message line directing drivers to an open entrance or announcing parking rates. Clearance bars will also be incorporated to provide a safe way of letting the public know permitted heights of vehicles.

Timed cards will be issued to motorists at a gate upon entering the garage with a gate control. Overhead signage throughout the garage will direct patrons to the levels with available parking. One of the primary causes of congestion in the AM is when patrons drive around on the first level looking for open car spaces and create bottlenecks with incoming traffic.

The departure of a car from the garage will be either with a prepayment card that will operate any open exit gate or with cash at an exit cashier station located on the east side exit.

Computerized cards will give monthly customers an opportunity to enter and leave the garage with much greater speed and a minimum of effort further alleviating some of the congestion at entrances and exits.

PEDESTRIAN ENTRANCES & EXITS

At present when a car is parked, customers leave by any number of stairs located throughout the parking tiers and walk up to the first tier and walk out automobile entrance ramps to the street. The most used exits are the west ramp (to Broad Street) or the east ramp (to Park Place towards the PSE&G Plaza). Sharing a primary route in and out of the garage with motor vehicles is extremely undesirable. There is congestion generated by this situation during the AM peak period where people are walking in the middle of the ramp into oncoming traffic. This is not only dangerous but causes motorists to slow down and wait for pedestrians to step to the side. Throughout the various levels of the garage there are no clearly designated area for pedestrians.

The grade level kiosk in the park will be upgraded to be the primary prepayment cashier booth with security control center. Elevators will be repaired and made operable, complete with emergency intercom system to the security control center. Overrides of the elevator cab controls will be located in the security control center and combined with closed circuit television, the likelihood of assault in the

PEDESTRIAN ENTRANCES & EXITS (continued)

elevator will be extremely limited. Customers leaving the elevator at the park level will be able to prepay and get a coded ticket to insert into a machine at departure. A sense of security for patrons as well as increased ease of access to the parking tiers via elevator will encourage increased usage of the lot.

Elevator lobbies will have new finishes and lighting at each level. Floors will be finished in these areas with granite or quarry tile; ceilings will have suspended metal panels with recessed light fixtures, and walls will be resurfaced with tile or glazed brick. Vandal-resistant benches will provide customers a more comfortable place to wait for elevators.

ELEVATORS

Passenger elevators will have new cabs with vandal resistant finishes installed. Lighting will be brighter. New controls and safety controls will meet the latest requirements of the New Jersey Uniform Building Code, providing minimum accessibility for the handicapped. Renovations to Military Park allow for exiting of handicapped persons to all surrounding streets.

STAIRWAYS

In the main staircase by the elevators, wall and floor finishes will be resurfaced with tile or glazed ceramic tile. In other emergency only stairs, steps will have missing metal plate treads and nosings replaced. All railings and handrails will be securely fastened and repaired as required.

As a measure to eliminate possible breach of security for the garage doors leading to the different parking levels will have hardware replaced and reorganized. Except for the main stair, all doors will have alarm locks at parking levels which permit emergency exit only. At underground levels, doors will have no hardware on the stairwell side, preventing re-entry to the parking areas. This will eliminate a major access to the garage by intruders. At the park level doors will have exit only hardware.

LIGHTING

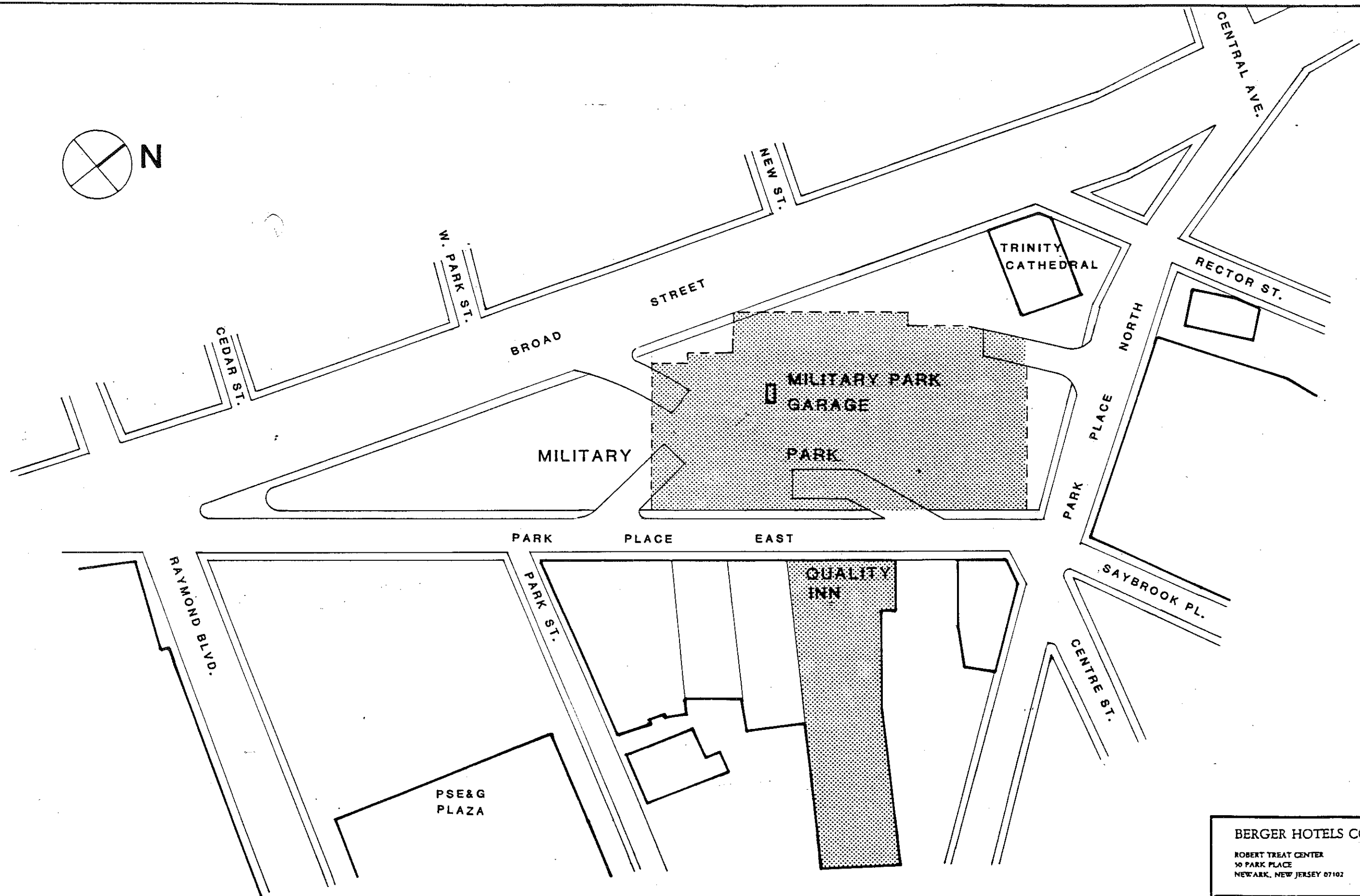
Lighting in the stairs will be brought to acceptable levels throughout with special attention to the main stairs by the elevators. Emergency lighting connected to battery packs will be provided in case of power failure. Higher levels of illumination in the main staircase will make their use seem generally safer.

Without a doubt the single most effective improvement to be made to the parking garage will be the upgrade of lighting. Poor illumination contributes to the ability of muggers, rapists, and thieves an opportunity to take their victims by surprise. Increased lighting will inhibit criminals and provide a sense of security for customers. Aesthetics will also be improved by the increased lighting levels.

Recommendations of the Illuminating Engineering Society of North America for garages will be followed. General parking and pedestrian areas will have a minimum of ten footcandles. Walkways, entrance and exit ramps will have fifty footcandles. Stairwells will have a minimum of twenty footcandles.

STRUCTURAL

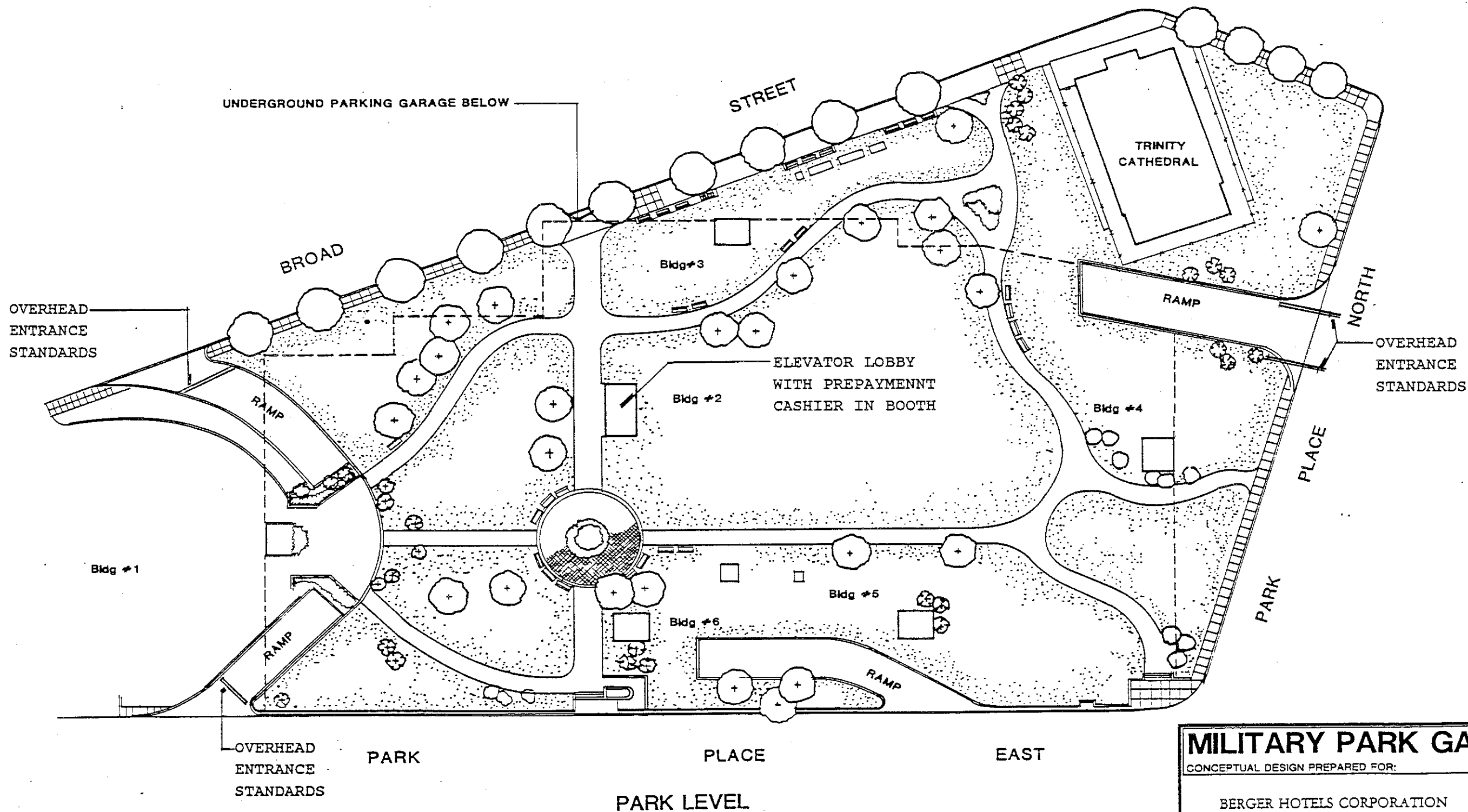
Much of the areas heavily trafficked by motor vehicles have deteriorated because of salts used on roadways during winter months. The penetration of water with salt into the concrete has rusted much of the reinforcing steel. Detailed studies of how badly the decks have eroded will need to be carried out. Where necessary portions of concrete will need to be removed and replaced to provide the necessary load bearing capacity of the parking garage.



SITE PLAN

BERGER HOTELS CORPORATION
ROBERT TREAT CENTER
50 PARK PLACE
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MILITARY PARK GARAGE

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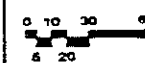
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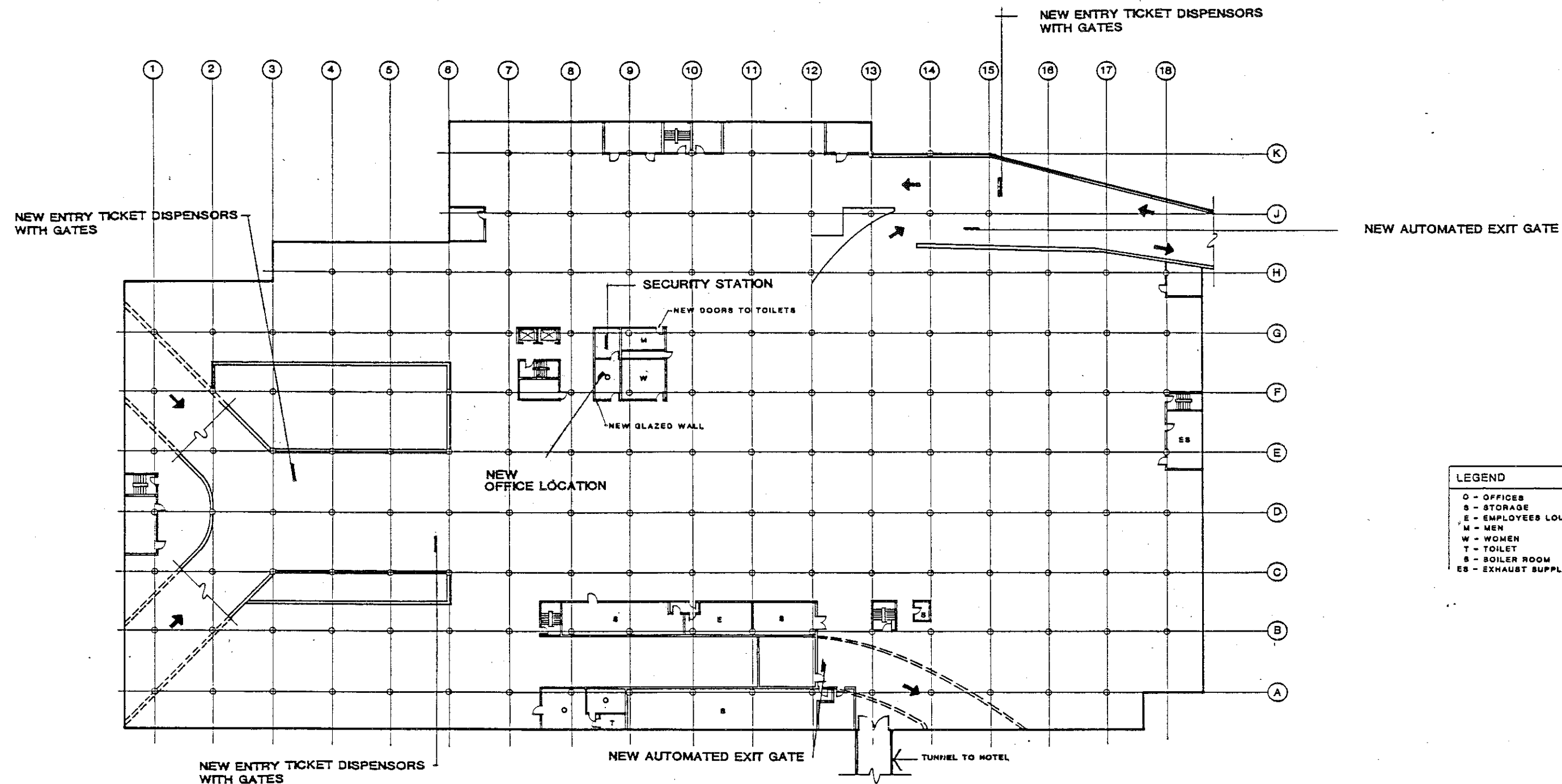
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RECOMMENDATIONS





LEGEND	
O	OFFICES
S	STORAGE
E	EMPLOYEES LOUNGE
M	MEN
W	WOMEN
T	TOILET
B	BOILER ROOM
ES	EXHAUST SUPPLY

FIRST TIER

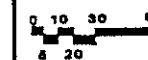
MILITARY PARK GARAGE

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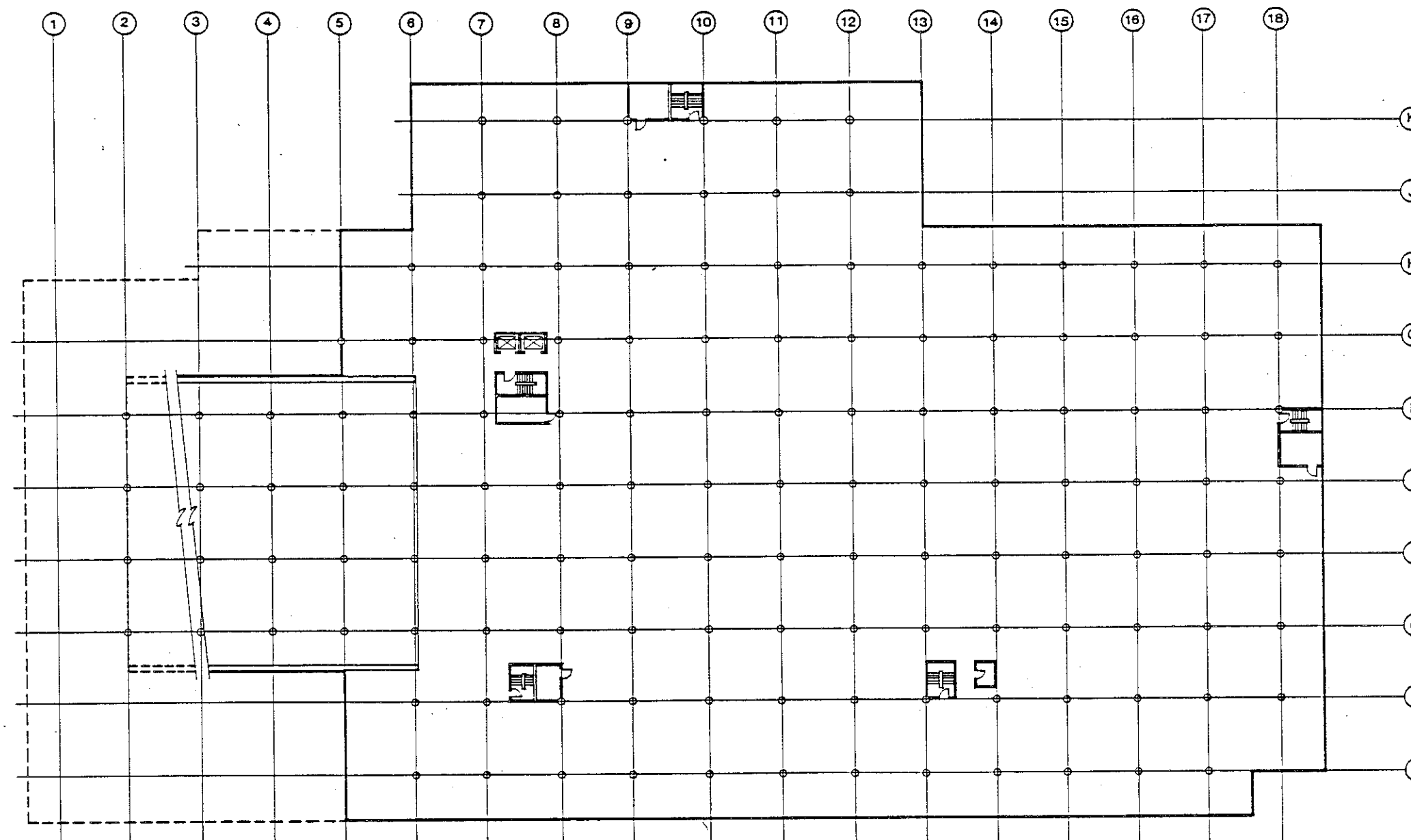
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RECOMMENDATIONS



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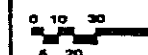
SECOND TIER

PROPOSED IMPROVEMENTS

PROPOSED IMPROVEMENTS TYPICAL AT ALL LEVELS SHALL INCORPORATE THE FOLLOWING ITEMS:

- NEW HIGH EFFICIENCY HALOGEN LIGHTING
- NEW EXIT SIGNAGE
- NEW EMERGENCY TELEPHONES
- NEW CLOSED-CIRCUIT SURVEILLANCE SYSTEM
- NEW FIRE-RATED DOORS EQUIPED WITH SELF-ACTING CLOSERS AT ALL STAIRWAYS
- NEW AUDIBLE ALARM SYSTEM AT ALL UNDERGROUND STAIRWAY DOORS
- NEW LOCKING HARDWARE THROUGHOUT
- NEW SUMP PUMPS AS REQUIRED
- NEW BACKLIT DIRECTIONAL SIGNAGE
- NEW PAINTED FINISH THROUGHOUT
- REPAIR THE EXISTING EXHAUST SYSTEM
- REPAIR CARBON MONOXIDE ANALYZER
- REPAIR FRESH AIR SUPPLY SYSTEM
- REPAIR EXISTING SPRINKLER SYSTEM AS REQUIRED
- REPAIR DAMAGED CONCRETE DECKS
- PATCH AND REPAIR ALL DAMAGED FINISHES SO AS TO PROVIDE A CLEAN UNIFORM APPEARANCE

RECOMMENDATIONS



MILITARY PARK GARAGE

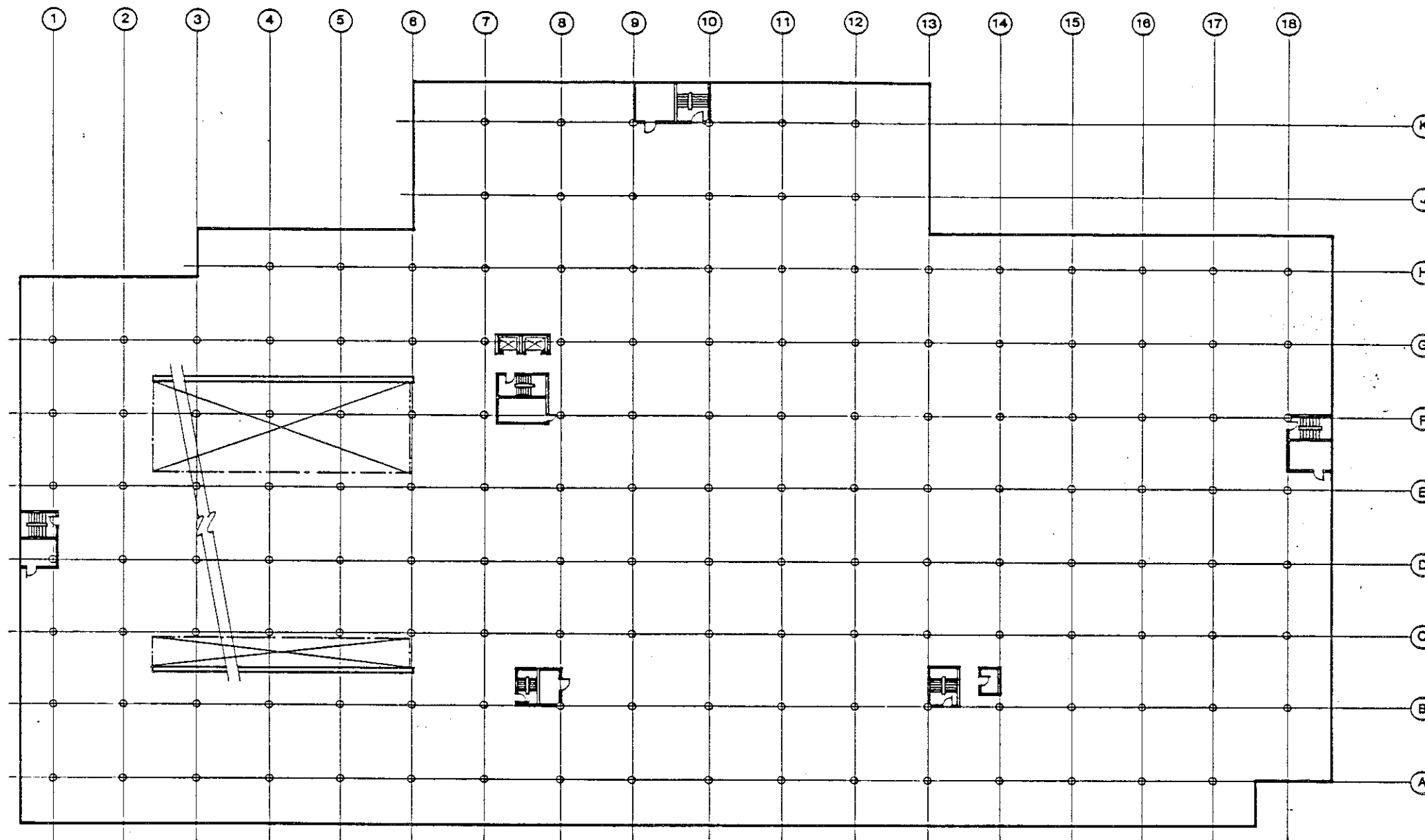
CONCEPTUAL DESIGN PREPARED FOR:

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- NEW PAINTED FINISH THROUGHOUT
- REPAIR THE EXISTING EXHAUST SYSTEM
- REPAIR FRESH AIR SUPPLY SYSTEM
- REPAIR EXISTING SPRINKLER SYSTEM AS REQUIRED
- REPAIR DAMAGED CONCRETE DECKS
- PATCH AND REPAIR ALL DAMAGED FINISHES SO AS TO PROVIDE A CLEAN UNIFORM APPEARANCE

THIRD TIER

MILITARY PARK GARAGE

CONCEPTUAL DESIGN PREPARED FOR:

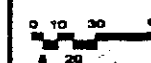
BERGER HOTELS CORPORATION

QUALITY INN
ROBERT TRIST CENTER
14 PARK PLACE
NEWARK, NEW JERSEY 07102

Mikesell & Associates
Architecture and Planning

2 Washington Place
Newark, N.J. 07102
Tel. (201) 624-1430

RECOMMENDATIONS



PATCH AND REPAIR EXIST
CONCRETE SURFACES TO REMAIN.
PROVIDE NEW PAINTED FINISH.

PROVIDE NEW LIGHTING FIXTURES.

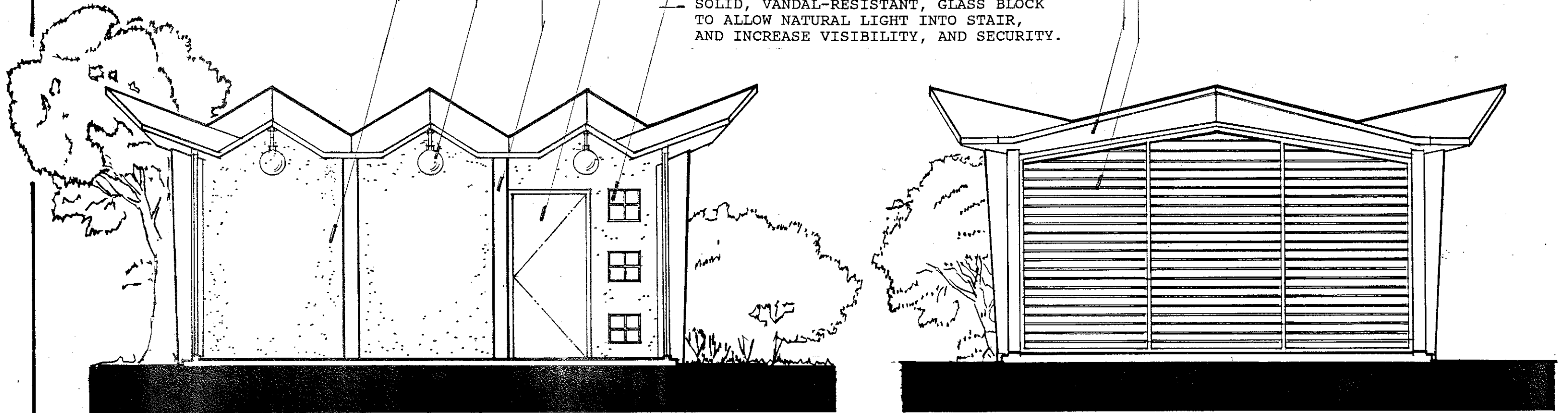
PROVIDE A UNIFORM STUCCO FINISH
TYPICAL AT EXTERIOR.

NEW HOLLOW METAL DOOR, FRAME AND
HARDWARE.

SOLID, VANDAL-RESISTANT, GLASS BLOCK
TO ALLOW NATURAL LIGHT INTO STAIR,
AND INCREASE VISIBILITY, AND SECURITY.

INSPECT EXISTING AIR HANDLING LOUVERS,
REPLACE DAMAGED LOUVERS AS REQUIRED.

PATCH AND REPAIR EXIST
CONCRETE SURFACES TO REMAIN.
PROVIDE NEW PAINTED FINISH.

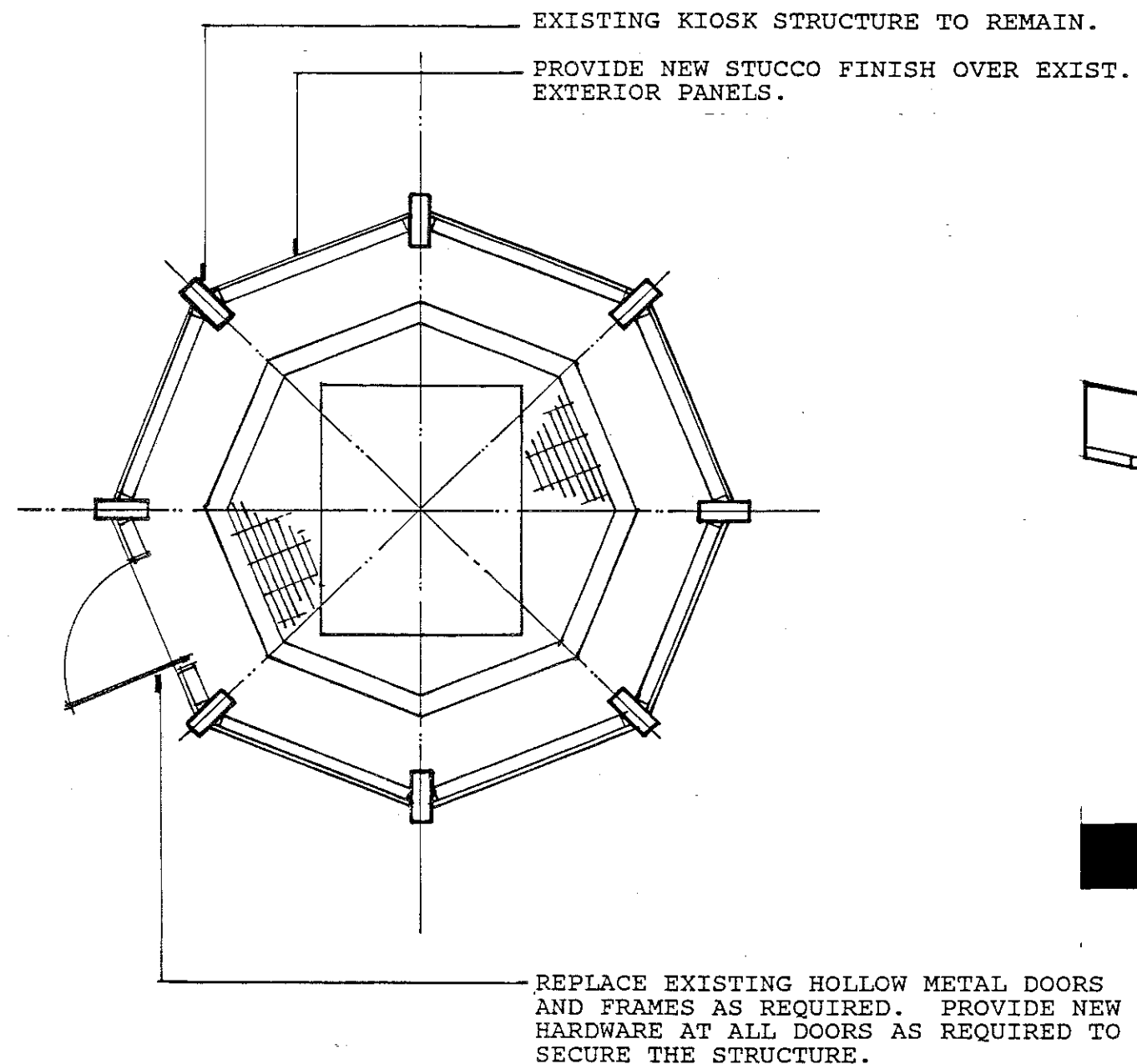


BERGER HOTELS CORPORATION

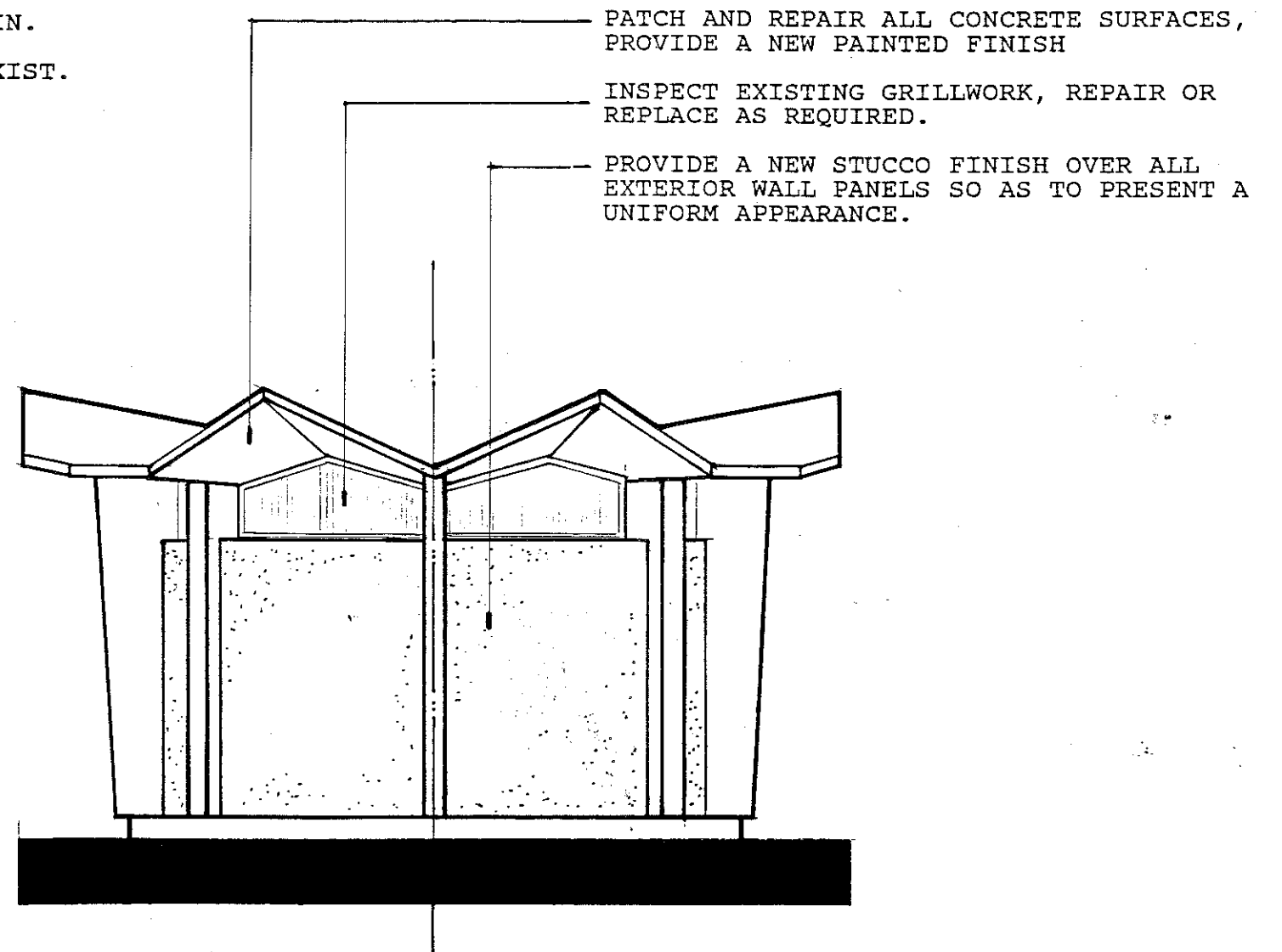
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PLAN AT VENTILATION KIOSK - PARK LEVEL



ELEVATION AT VENTILATION KIOSK - PARK LEVEL

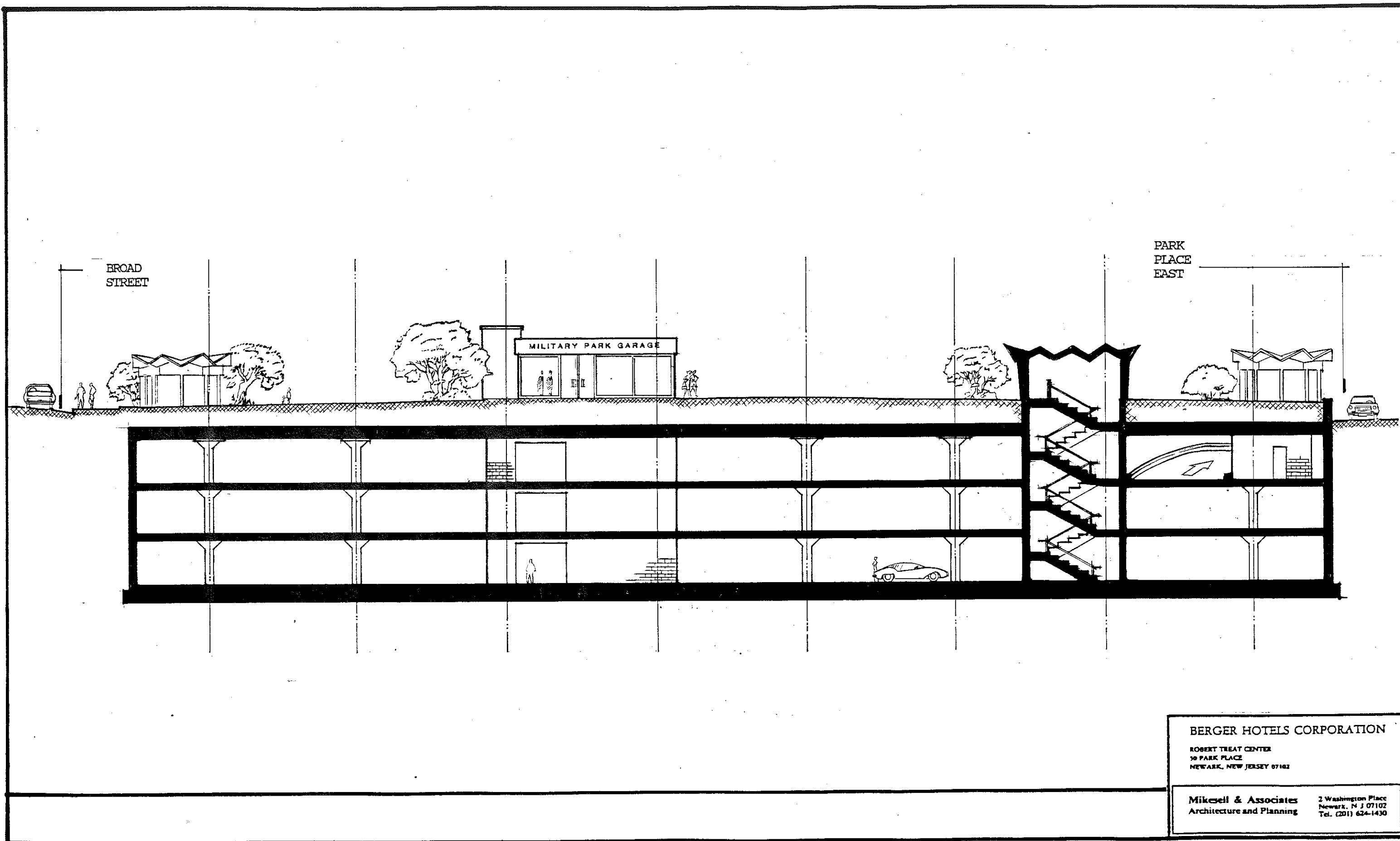
PROPOSED IMPROVEMENTS TO KIOSKS

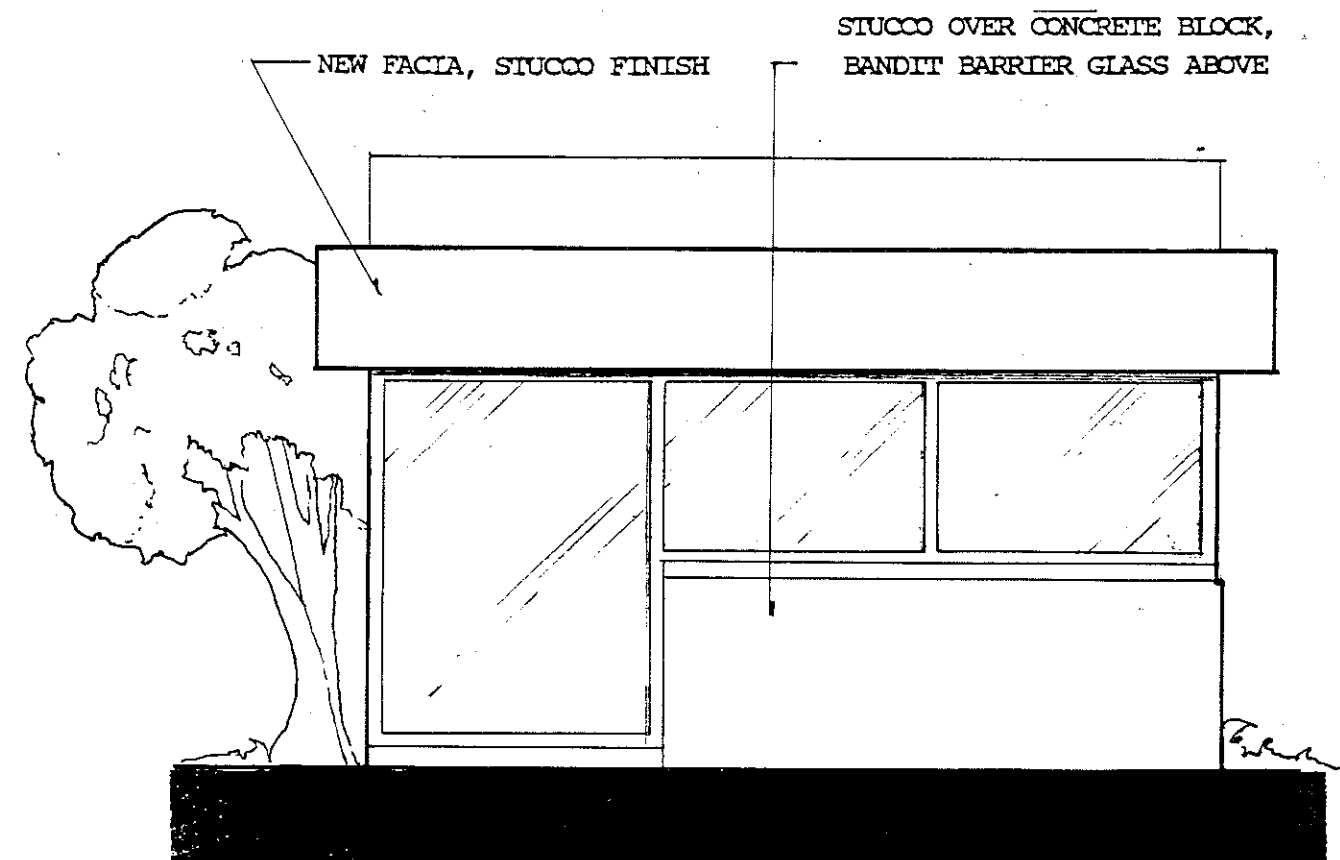
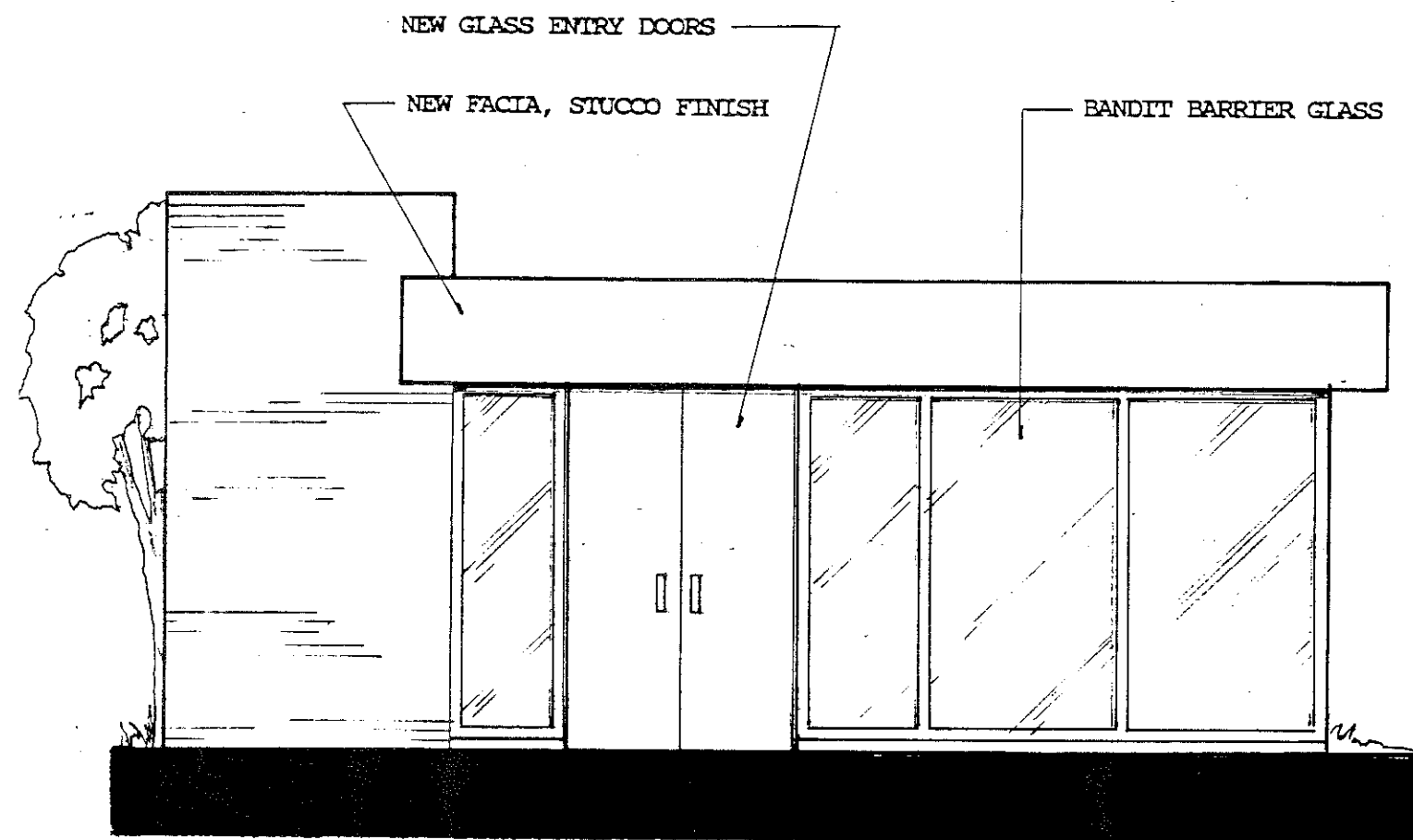
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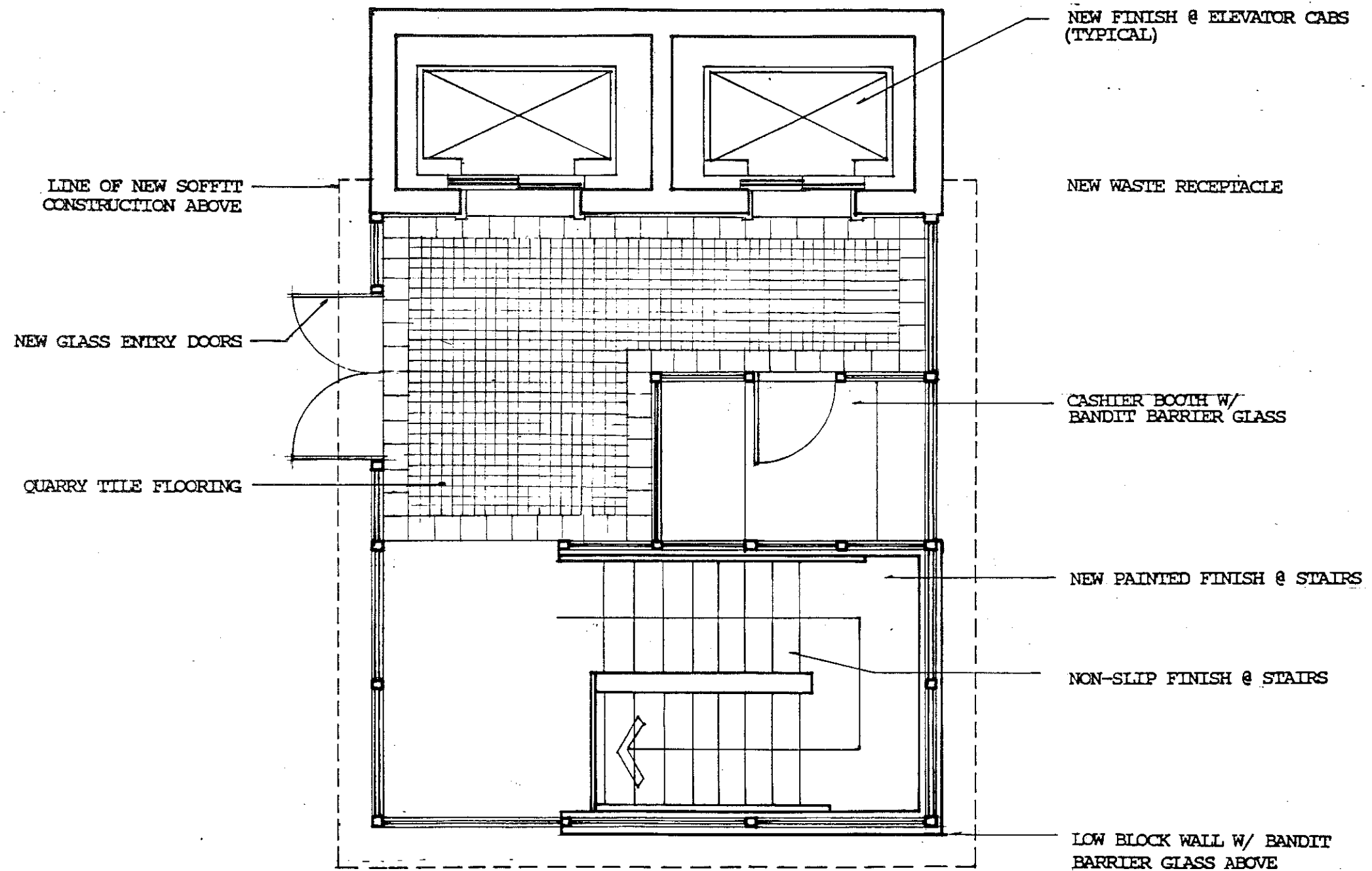


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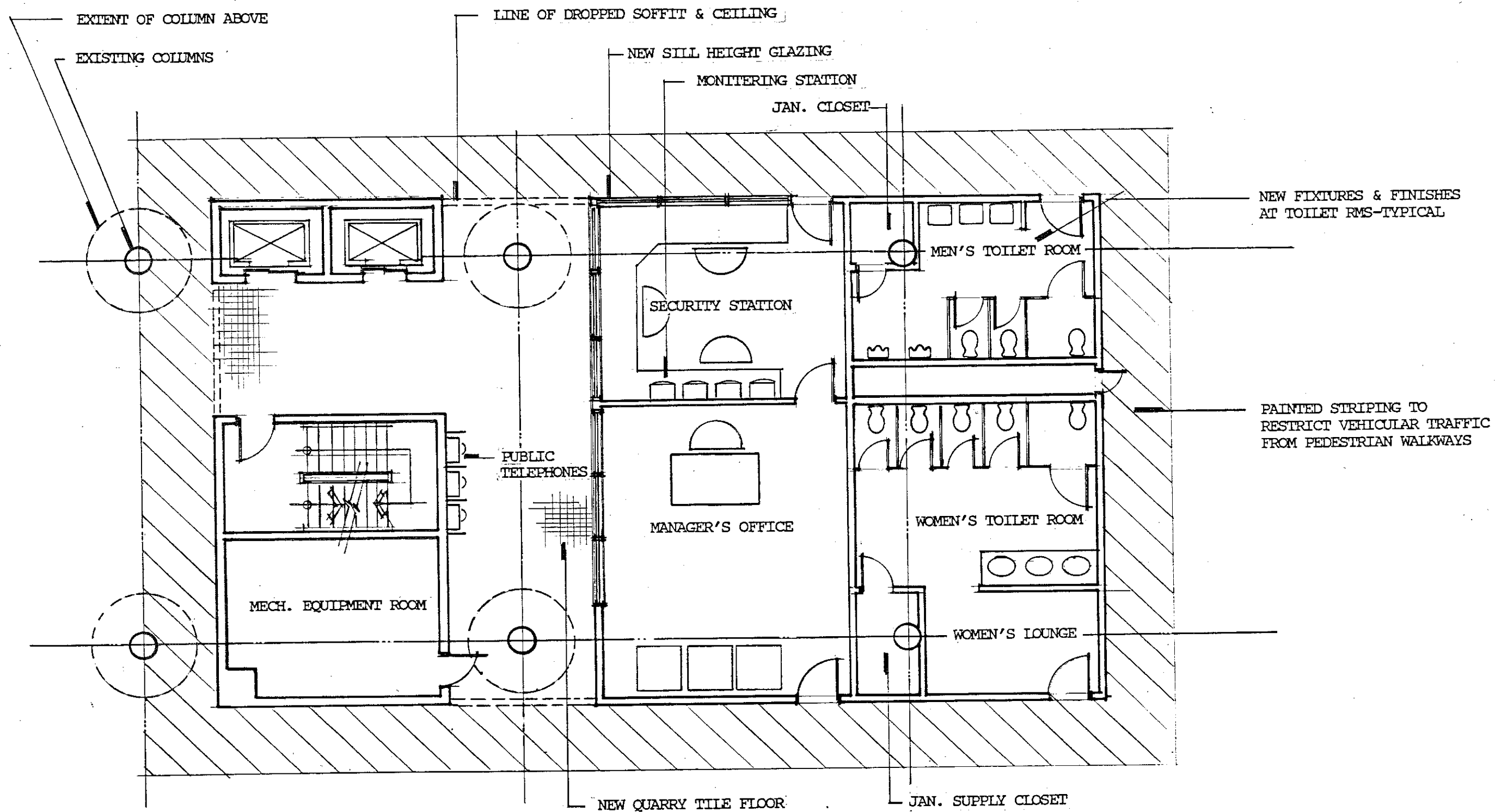


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CIRCULATION CORE - FIRST TIER

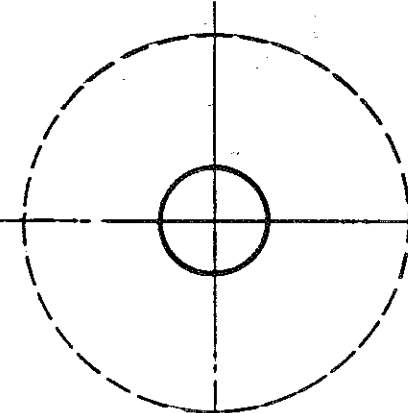
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EXIST CONC. BLOCK WALL
CONSTR. TO BE PAINTED



NEW FINISHES @ ELEVATOR CABS

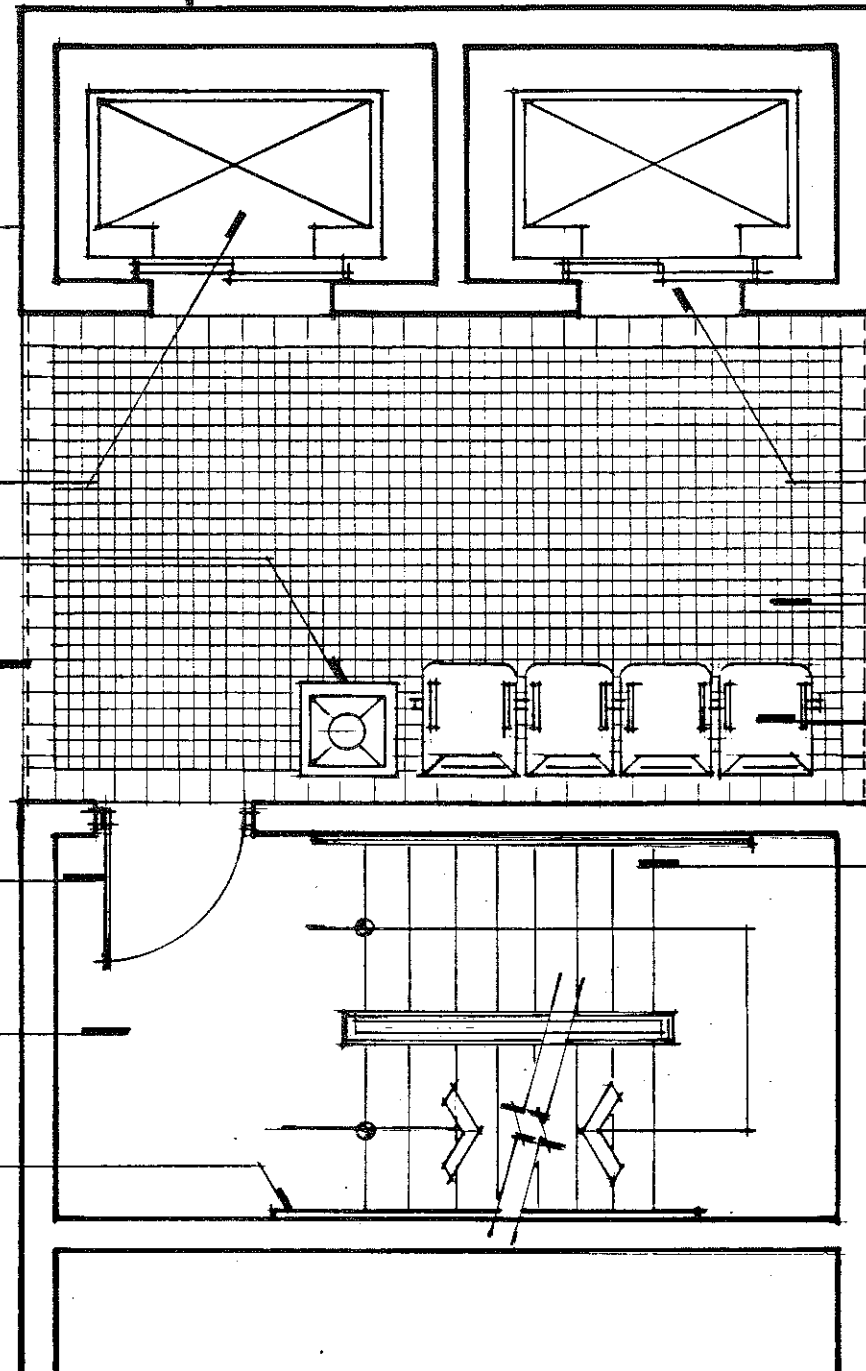
NEW WASTE RECEPTACLES

LINE OF DROPPED SOFFIT/
CEILING ABOVE

NEW DOORS & HARDWARE TYPICAL
@ STAIRWAY

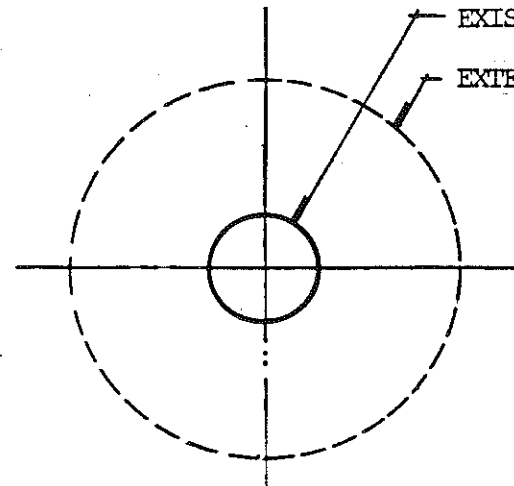
NEW PAINTED FINISH
@ STAIR

HANDRAIL



EXIST CORE COLUMNS

EXTENT OF FLARED COL. ABOVE



NEW FINISH @
ELEVATOR DOORS

QUARRY TILE FLOOR
FINISH

NEW SEATING AREA

NON-SLIP FINISH @
TREADS

CIRCULATION CORE PLAN

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NEW ENCLOSURE AT ELEVATOR LOBBY
NEW CONC. BLOCK W/ STUCCO FINISH
BELOW - INSUL. GLASS ABOVE, STUCCO
FINISH AT NEW FASCIA

CASHIER BOOTH W/ BANDIT BARRIER GLASS

NEW FINISHES @ ELEVATOR CAB

NEW RAILING
APPROX. GRADE
PARK LEVEL

APPROX. GRADE

SLIP-RESISTANT
STAIR TREADS

SUSP. METAL CEILING @
ELEVATOR LOBBY - TYPICAL

1ST. TIER

2ND. TIER

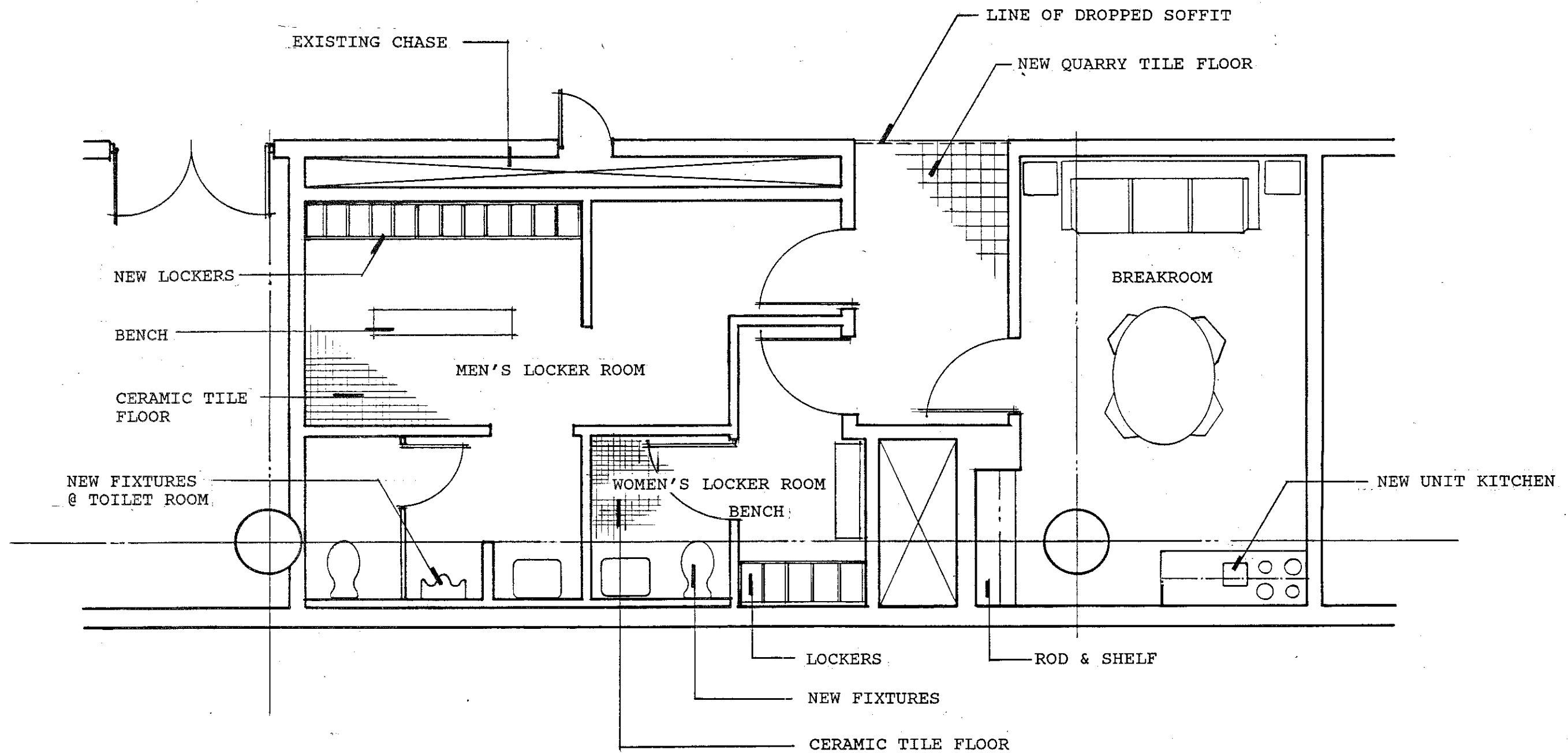
3RD. TIER

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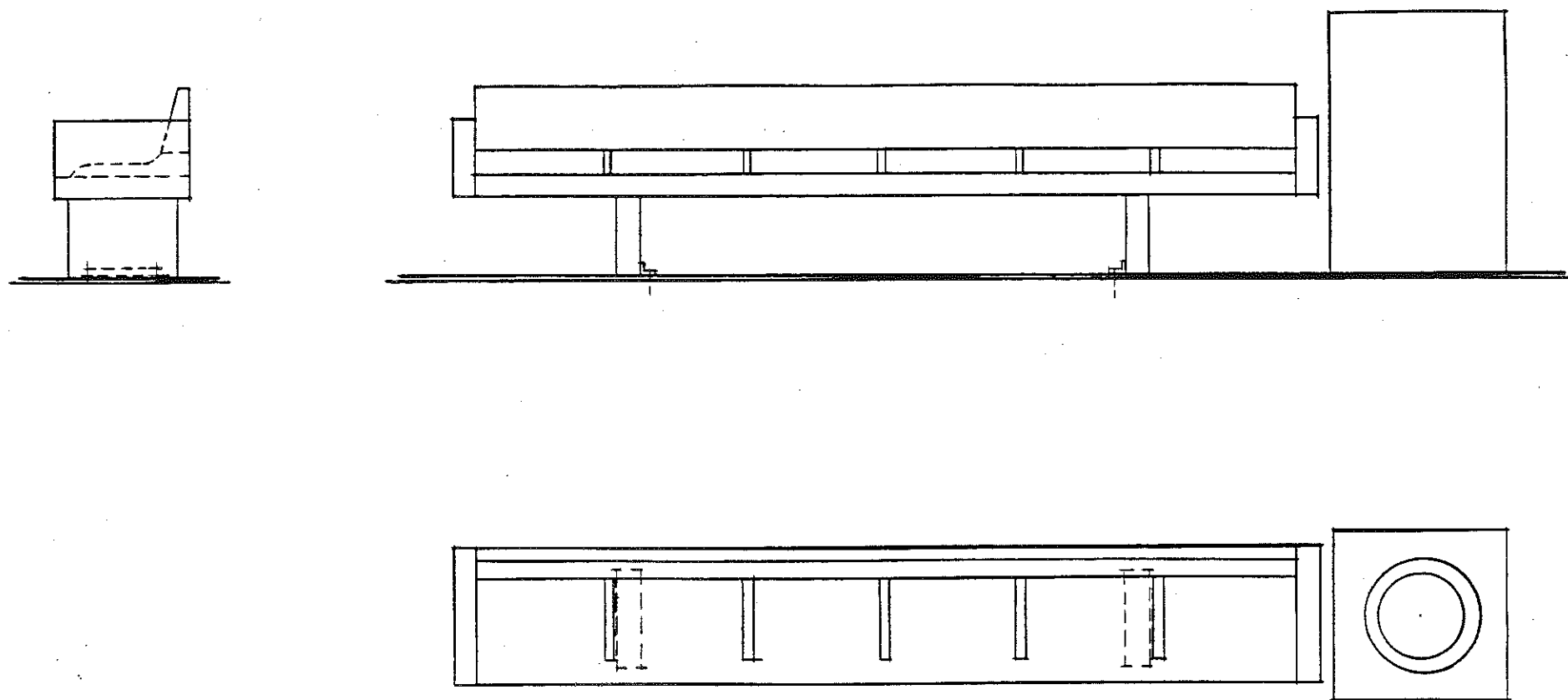


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NOTE

SEAT BENCH TO BE SECURED TO FLOOR
IN AN APPROVED MANNER.
SEAT SECTIONS, PEDESTALS, SIDES, SEATS
& BACK TO BE LAMINATED RED OAK. ALL
SECTIONS TO BE ASSEMBLED W/ 3/8"
LAG BOLTS, ALL HOLES TO BE PLUGGED & SANDED
WITH 3/4" RED OAK DOWELS. SAND SEAL
2 COATS W/POLYURETHANE.

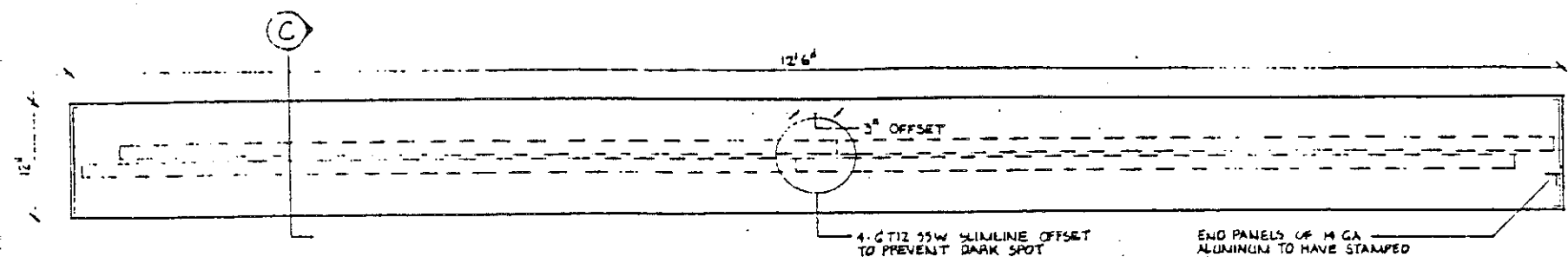
DETAILS - BENCHES

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ELEVATION TYPE "A"

0 2 4 12 IN.

1 3



ELEVATION TYPE "B"

0 2 4 12 IN.

1 3

CONT. ALUMINUM HOUSING 14 GA. MIN. PROVIDE INTERMEDIATE SUPPORTS TOP AND BOT. AS REQUIRED

CONT. WHITE ALUMINUM REFLECTOR W/ HOLES CUT OUT FOR ACCESS TO ANCHOR BOLTS AS REQUIRED

HINGED ALUMINUM FACE PANEL W/ 4" STENCIL CUT LETTERS W/ WHITE TRANSLUCENT POLYCARBONATE BACKING

GT12 55W SLIMLINE BALLAST

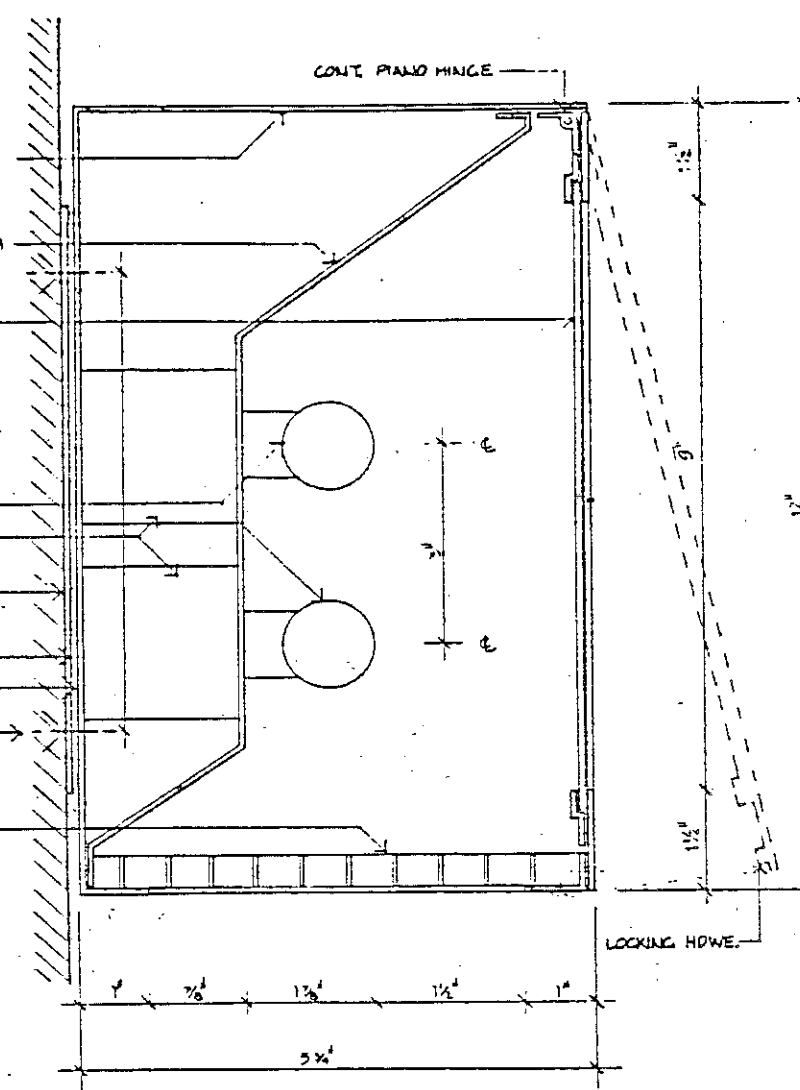
EXISTING WALL OF CONTROL HOUSE OR EXIST. METAL PANELS

CONT. 1/8" STEEL #2

CONT. NEOPRENE BACKING

3/8" Ø STAINLESS STEEL ANCHOR BOLTS TOP AND BOT. @ 16" O.C.

CONT. WHITE ALUMINUM GRILLE 3/4" x 3/4" x 1/2"



SECTION DETAIL

0 1/2 1 2 IN.

1/4 1 2

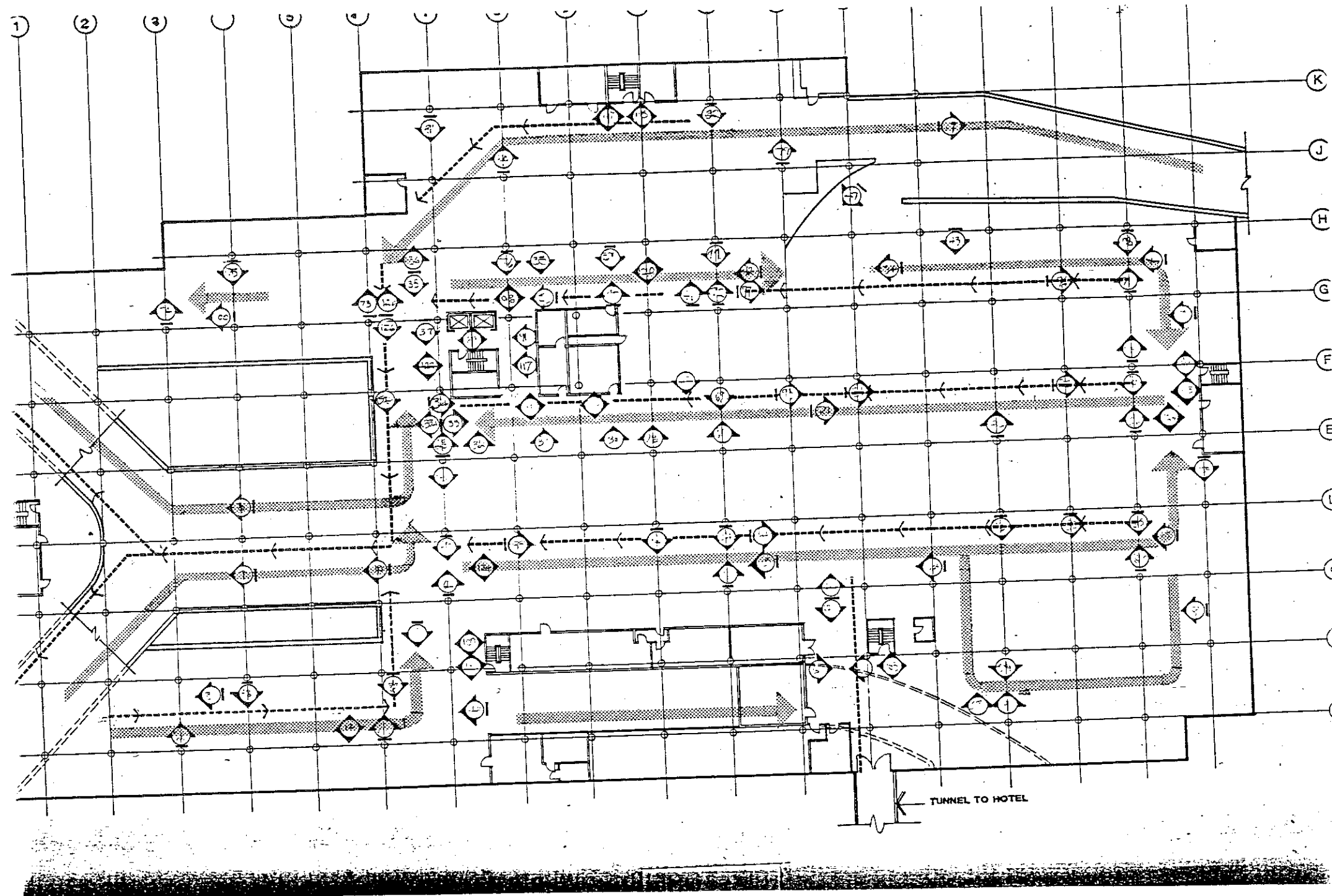
DETAILS - BACKLIT SIGNS

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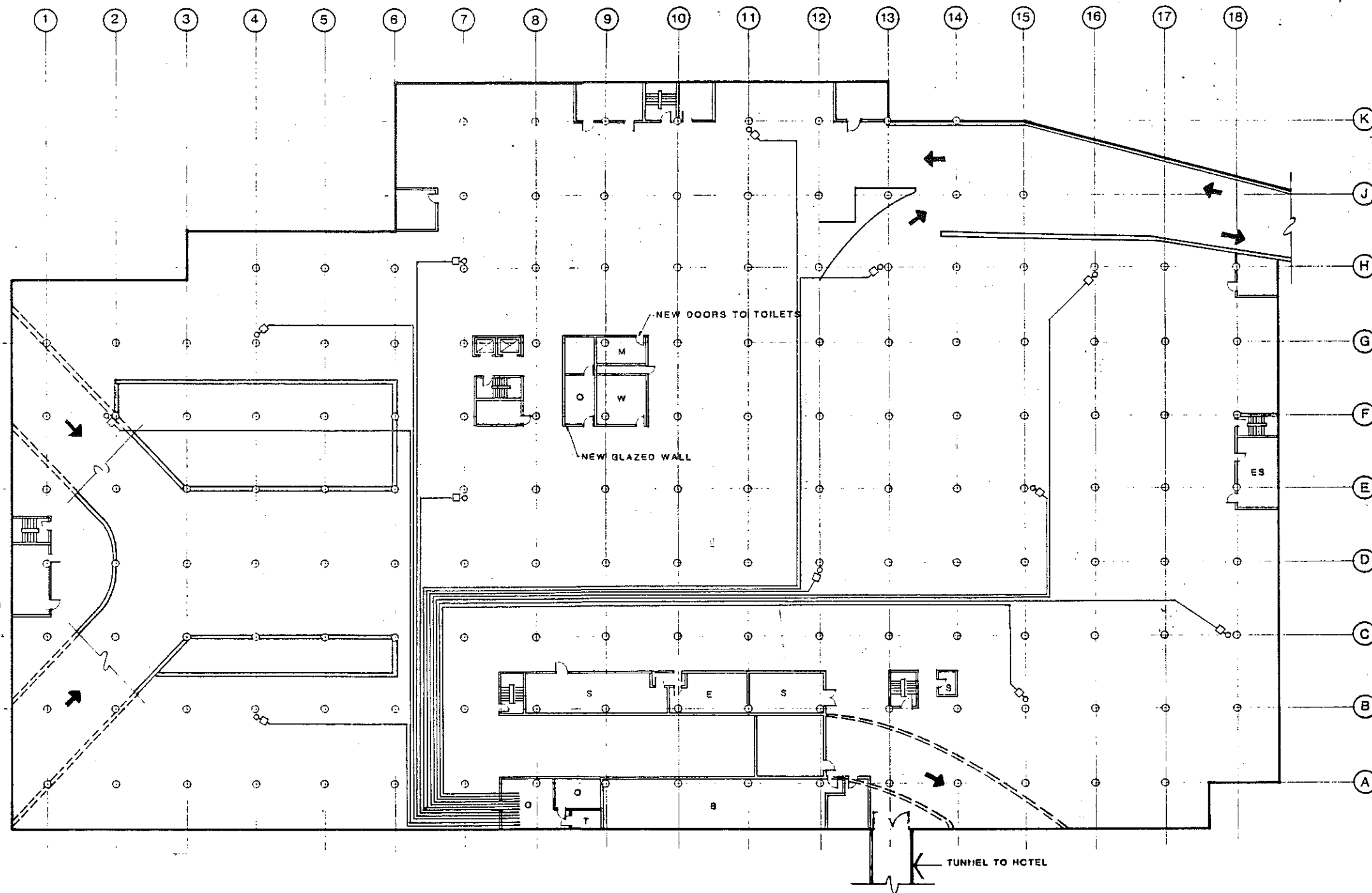
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Tel. (201) 624-1430



1	(arrow down and to left): Military Parking Garage (with logo.) Maximum Clearance Height. LED information: Entrance status (open or closed) and rate information.
2	(arrow down and to left): Military Parking Garage (with logo.) Maximum Clearance Height. LED information: Entrance status (open or closed) and rate information.
3	3-way traffic signal (timed red and green at peak exit hours, flashing red at off-peak hours.)
4	STOP. Get Ticket. Rate information (with logo.) Clearance Height.
5	(arrow left and arrow straight ahead): All Traffic. No right turn. LED information: Direct traffic to lower levels, if first level is full.
6	
7	STOP
8	(arrow left): Parking. (arrow straight ahead): Exit
9	Do Not Enter
10	(arrow right): One Way
11	(arrow straight ahead): Exit
12	(arrow right): One Way
13	(arrow left): Exit
14	(arrow right): Exit
15	(arrow left): Exit. All Traffic.
16	(arrow straight-ahead): Exit
17	Reserved Parking. (Handicapped symbol.)
18	No Left Turn. Pedestrian Crossing. Yield to Pedestrian.
19	(arrow down and to left): Down to Second and Third Levels. LED information: Direct traffic to appropriate level. (arrow straight ahead): Do Not Enter. (arrow right): Exit
20	(arrow down and to right): Down to Second and Third Levels. LED information: Direct traffic to appropriate level. (arrow straight ahead): Do Not Enter.
21	(arrow left): One Way
22	(arrow up and to left.) Exit
23	(arrow straight-ahead.) Parking.
24	Stop. Pay ticket. Rate information (with MPG logo.)

26	Row 1A
27	Row 1B
28	Row 1C
29	Row 1D
30	Row 1E
31	Row 1F
32	Row 1G
33	Row 1H
34	Row 1J
35	Row 1K
36	(arrow straight ahead):* Stairs and Elevators to Ground Level. Security and Information.
37	Pedestrian Crossing. Yield to Pedestrians.
38	Stairs.
39	Security (with MPG logo.)
40	(arrow straight ahead): Stairs and Elevators to Park Level. Security and Information.
41	(arrow right): Stairs and Elevators to Ground Level. Security and Information.
42	(arrow left): Stairs and Elevators to Ground Level. Security and Information.
43	Emergency Exit
44	Emergency Telephone (with symbol.)
45	Information Directory (with MPG logo, map, public transportation, information, etc.)
46	Women (with symbol.)
47	Men (with symbol.)
48	Telephone (with symbol.)

* All pedestrian walkways will be indicated by painted yellow stripes on roadway (as per D.O.T. standards) in addition to recommended signage.



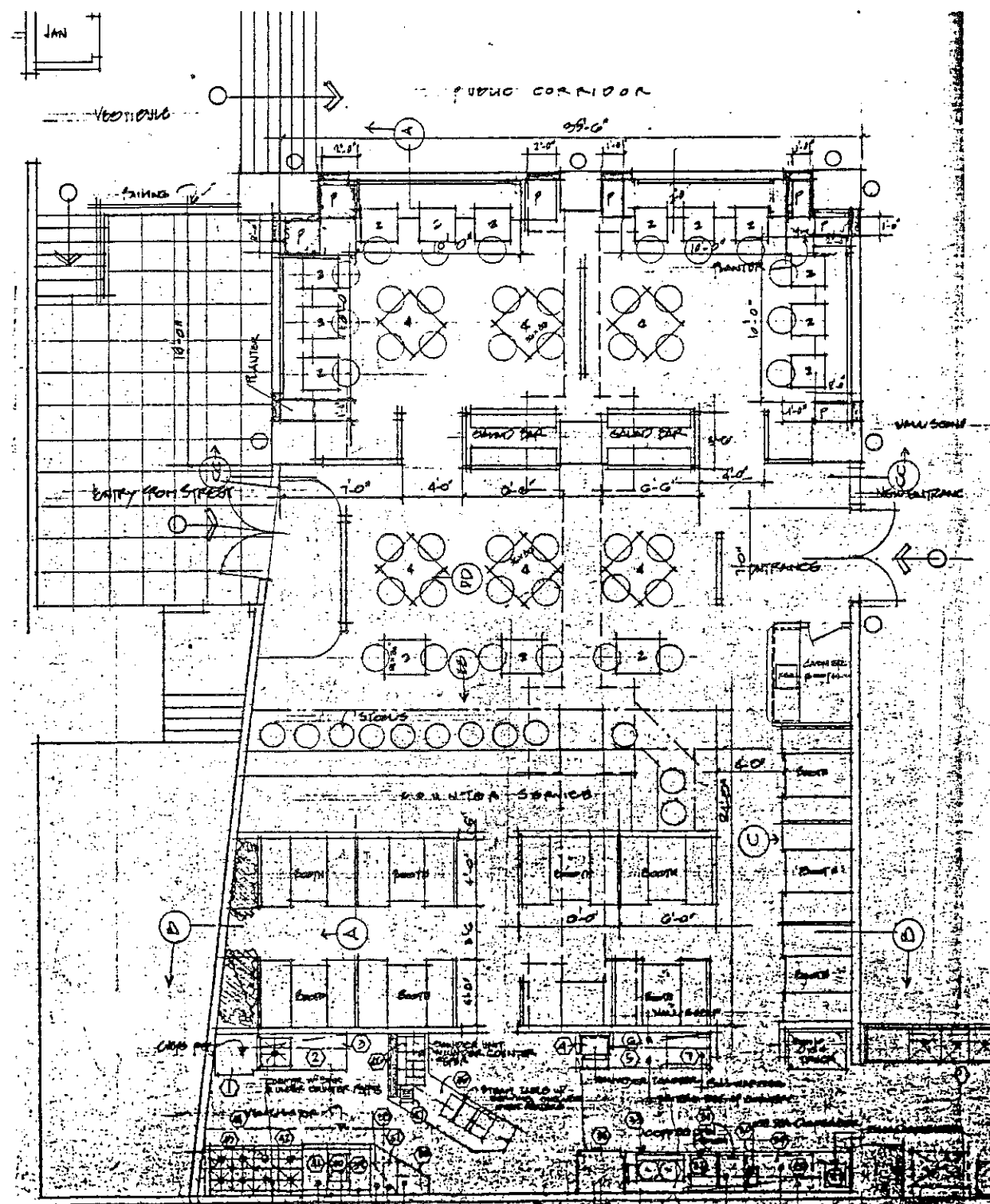
PROVIDE APPROVED GUARD
FOR ALL SAMPLE UNITS.

FIRST TIER
CARBON MONOXIDE ANALYZER PLAN

BERGER HOTELS CORPORATION

ROBERT TREAT CENTER
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Architecture and Planning
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EQUIPMENT SCHEDULE		
ITEM NO	QTY	DESCRIPTION
1		CHEF'S PAPER
2		COUNTER W/ SINK & UNDERCOUNTER PAPER
3		WALL SHELF
4		SANDWICH TOASTER
5		VALET'S HOT-UP COUNTER
6		WALL SHELF
7		UNDERCOUNTER ROLL MARKER
8		POT SINK
9		WALL SHELF RACK
10		COIL OVEN TABLE
11		WALL RACK SHELF
12		PRO WASH SINK
13		DISHWASHER
14		WALL SHELF
15		CLEAN DISH TABLE
16	3	STORAGE CABINETS
17		STOVE ROOM OVERHANG
18		PROP TABLE
19		PROP SINK
20		WALL SHELF
21		PROP TABLE
22		WALL SHELF
23		GRIDDLE
24		20 QT. MIXER
25		MOBILE TABLE
26	2	CLEAN POT RACKS
27		MILK DISPENSER
28		WALL SHELF
29		UNDERCOUNTER LOWBOY
30		ICE DISPENSER (TEA)
31		ICE BIN
32		SINK
33		COFFEE URN
34		URN STAND
35		CHEF'S PAPER
36		COUNTER
37		WALL SHELF
38		MICRO-WAVE UNIT
39		SPREADER PLATE
40		FRYER
41		GRIDDLE
42		CONVECTION OVEN W/ DISH SHELF
43		CONVECTION OVEN W/ BROILER & EXHAUSTER
44		VENTILATOR
45		STEAM TABLE W/ OVER SHELF & HEATER
46		SANDWICH UNIT W/ UNDERCOUNTER PAPER
47		TOASTER

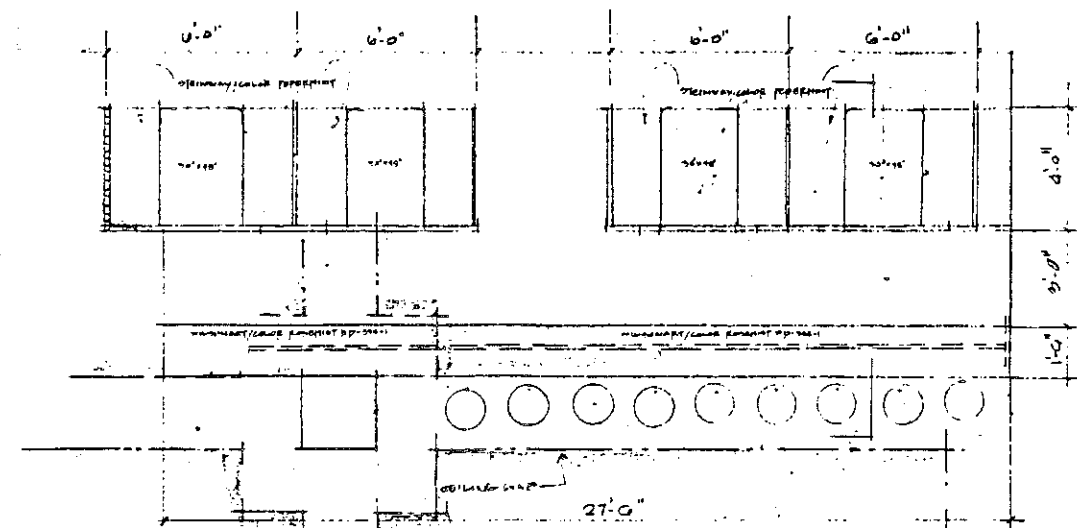
SCHEME 1
PLAN

GARDEN CAFE
LOWER LEVEL - PLANS

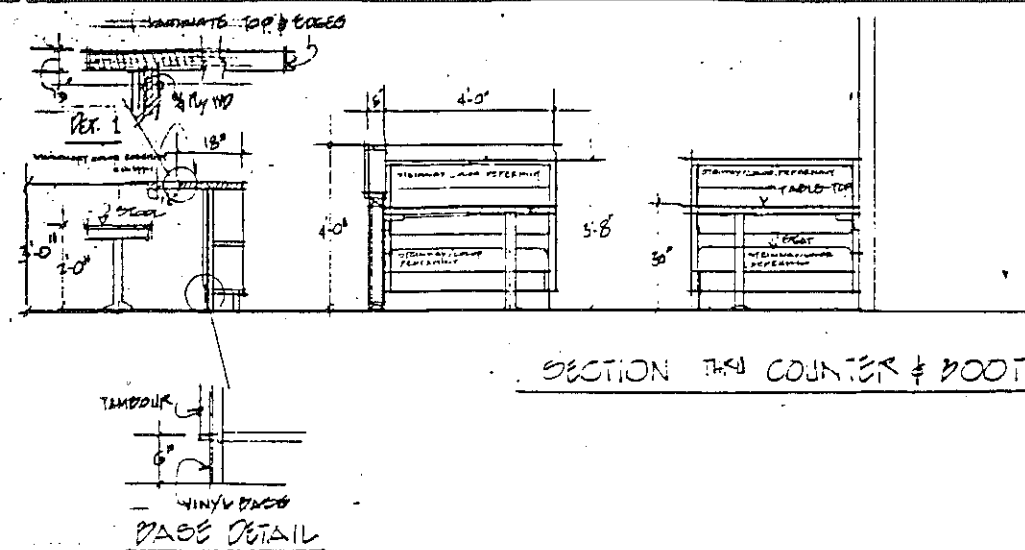
DGL
DESIGNERS GUILD LTD.
663 Main Avenue • Passaic, N.J. 07055 • 201-777-0118

BERGER HOTELS CORPORATION
ROBERT TREAT CENTER
50 PARK PLACE
NEWARK, NEW JERSEY 07102

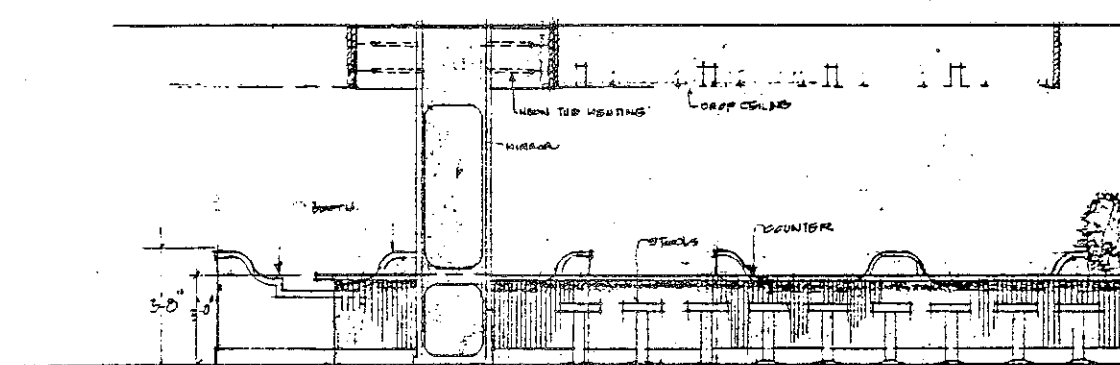
Mikesell & Associates
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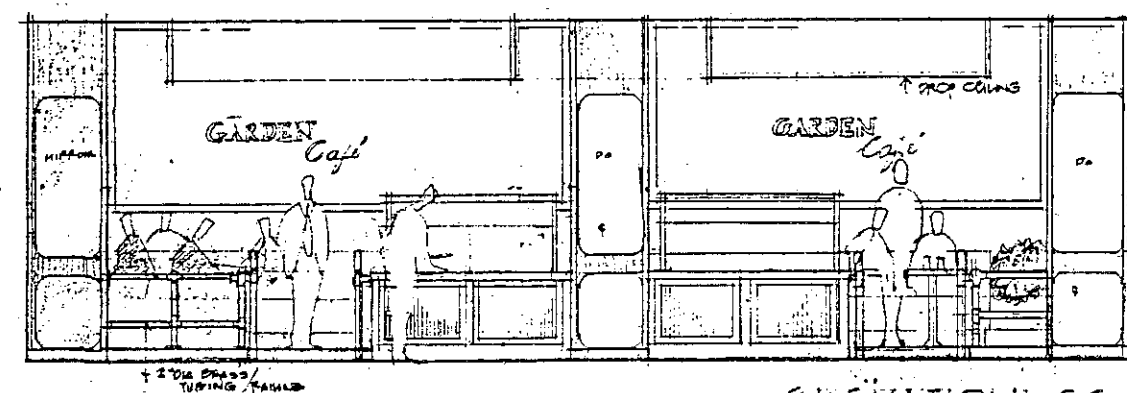
BOOTH & COUNTER PLAN



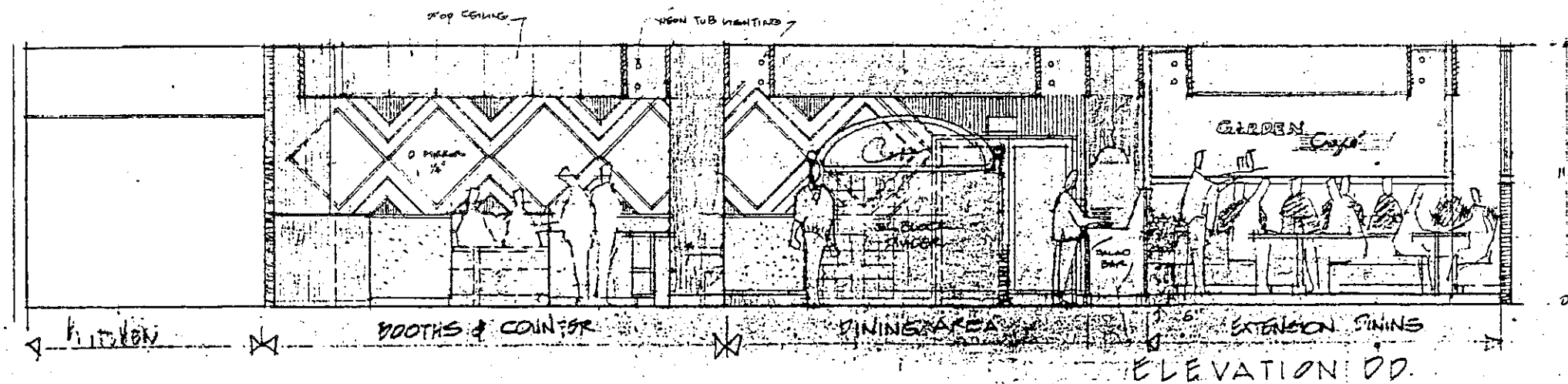
SECTION THRU COUNTER & BOOTHS



ELEVATION BB



ELEVATION CC



ELEVATION DD

GARDEN CAFE

LOWER LEVEL - ELEVATIONS

DGL
DESIGNERS GUILD LTD.

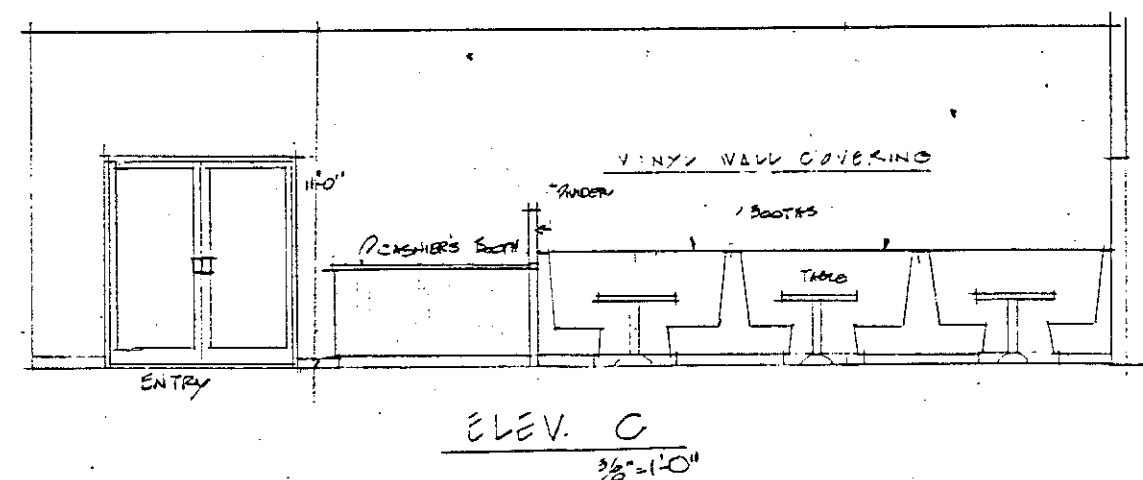
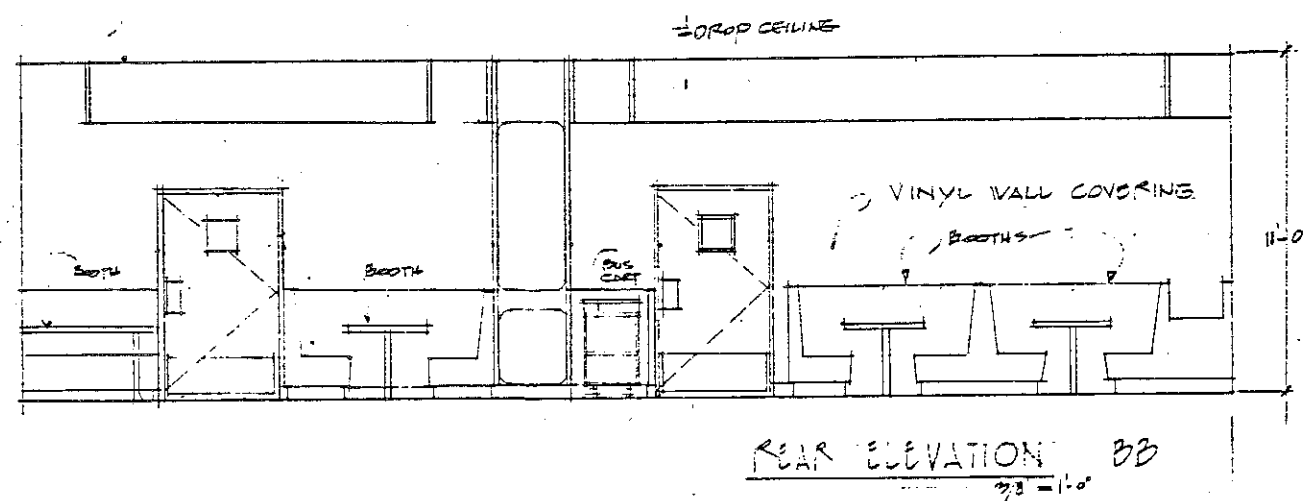
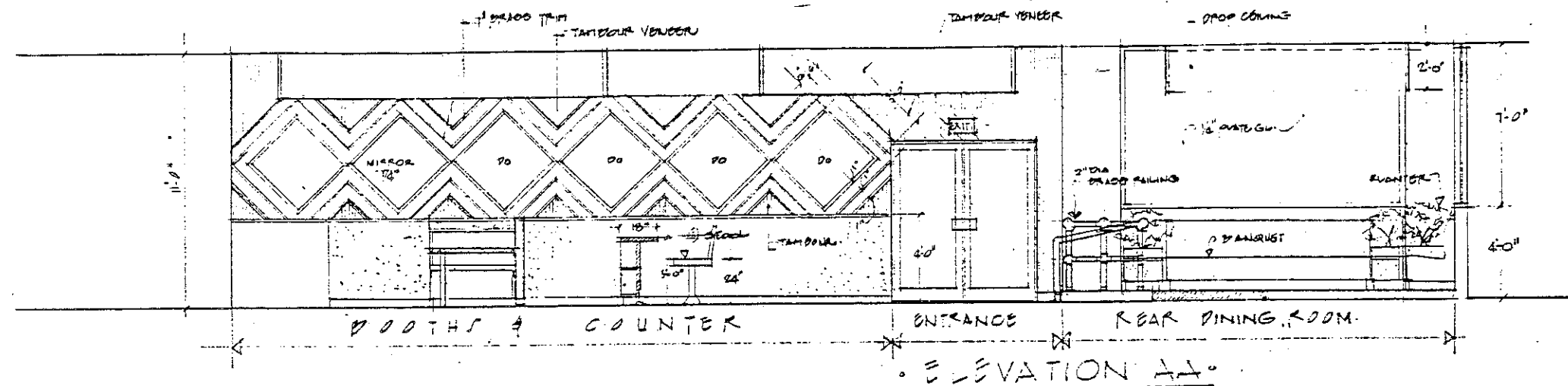
100 Main Avenue • Pleasant, N.J. 07055 • 201-777-9116

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GARDEN CAFE LOWER LEVEL - ELEVATIONS

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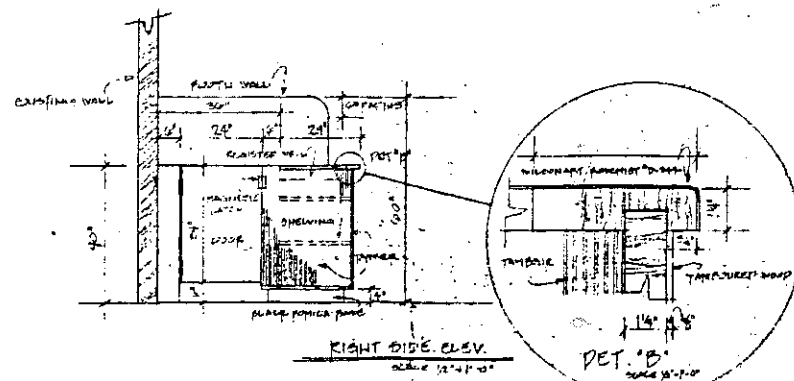
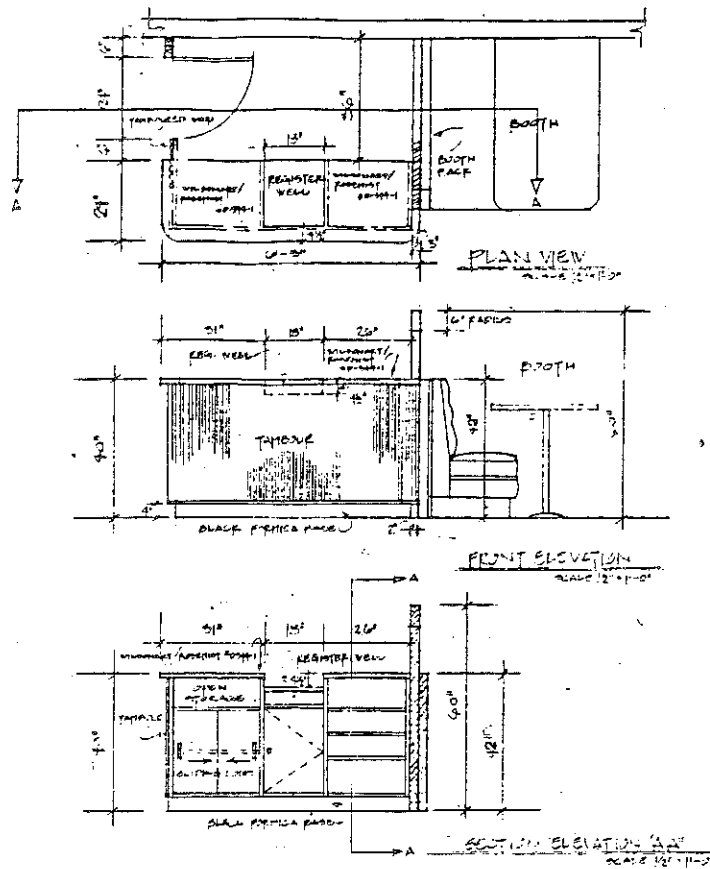
553 Main Avenue • Passaic, N.J. 07055 • 201-777-9118

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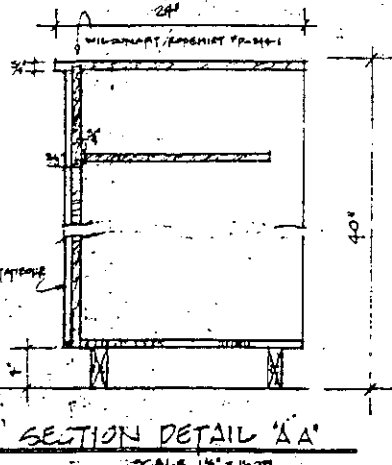
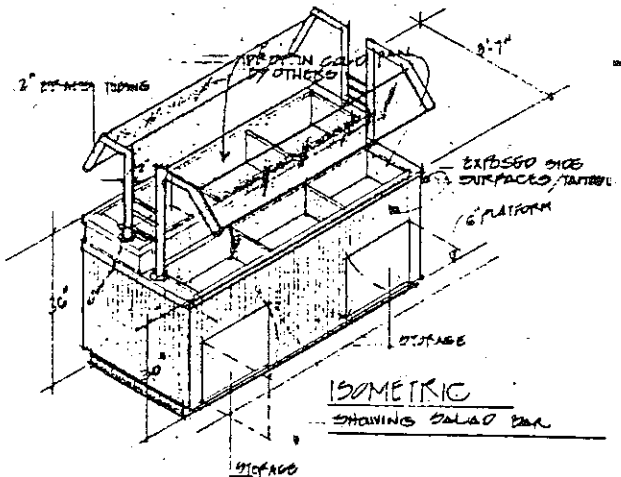
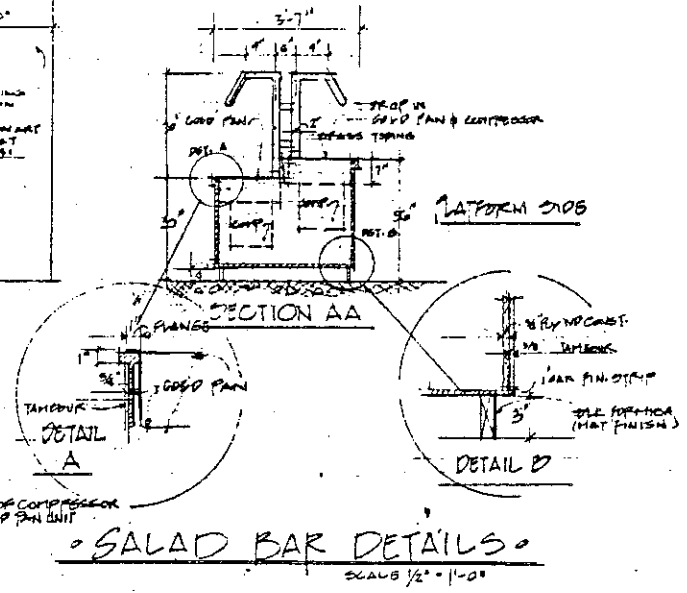
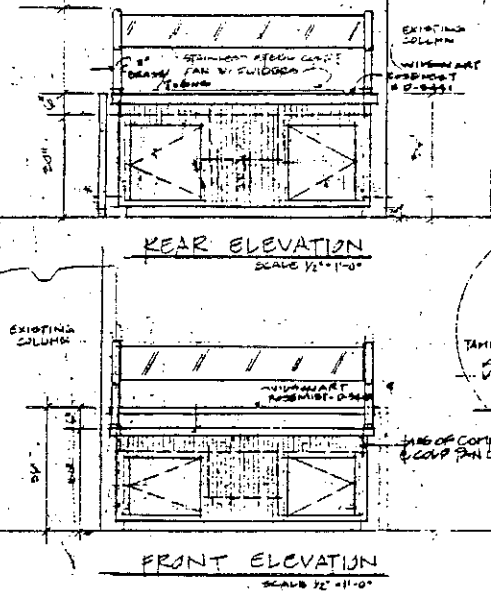
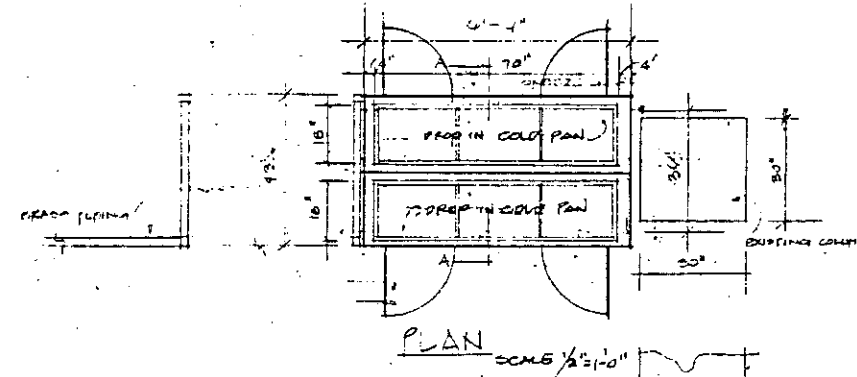
ROBERT TREAT CENTER
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CASHIER'S BOOTH DETAILS
SCALE 1/2" = 1'-0"



GARDEN CAFE LOWER LEVEL - DETAILS

DGL
DESIGNERS GUILD LTD.

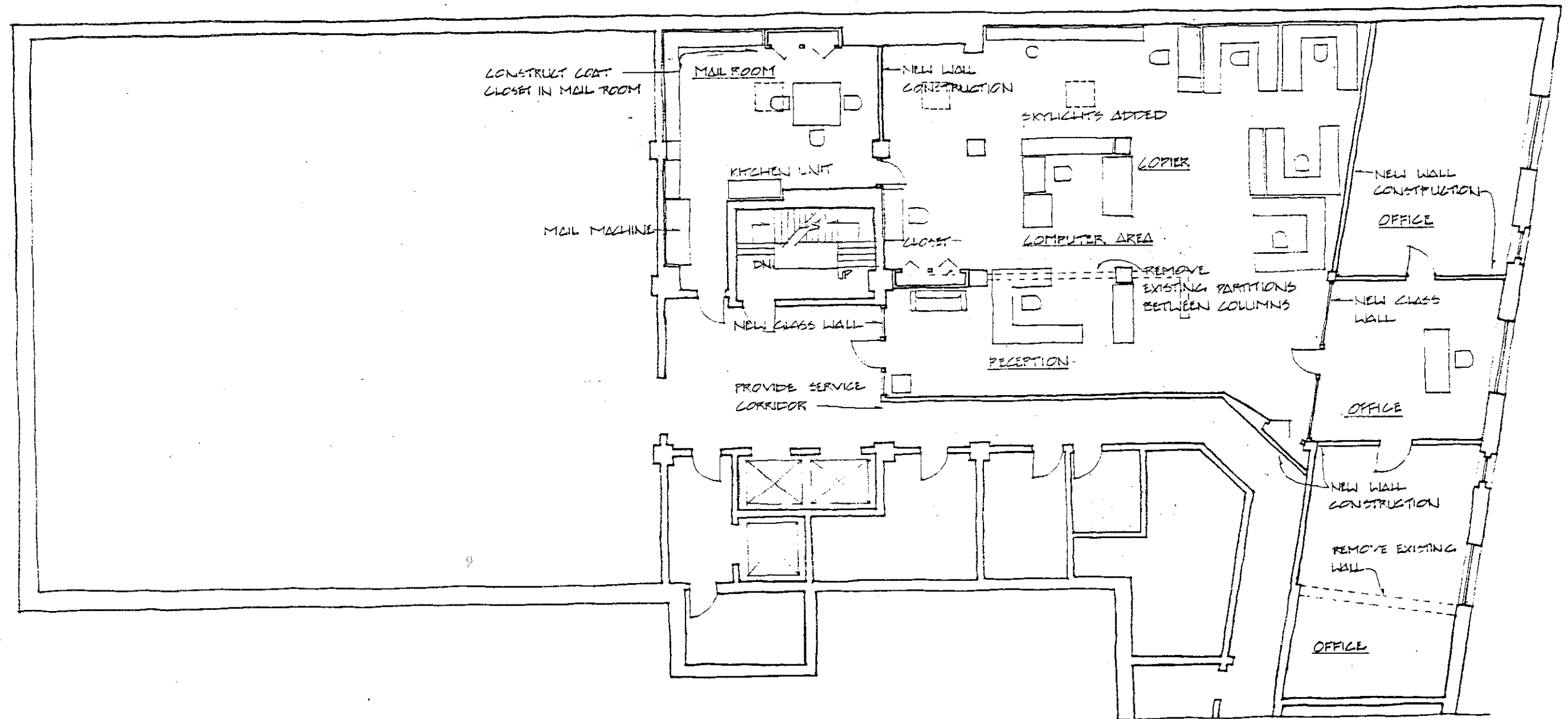
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3RD FLOOR PLAN

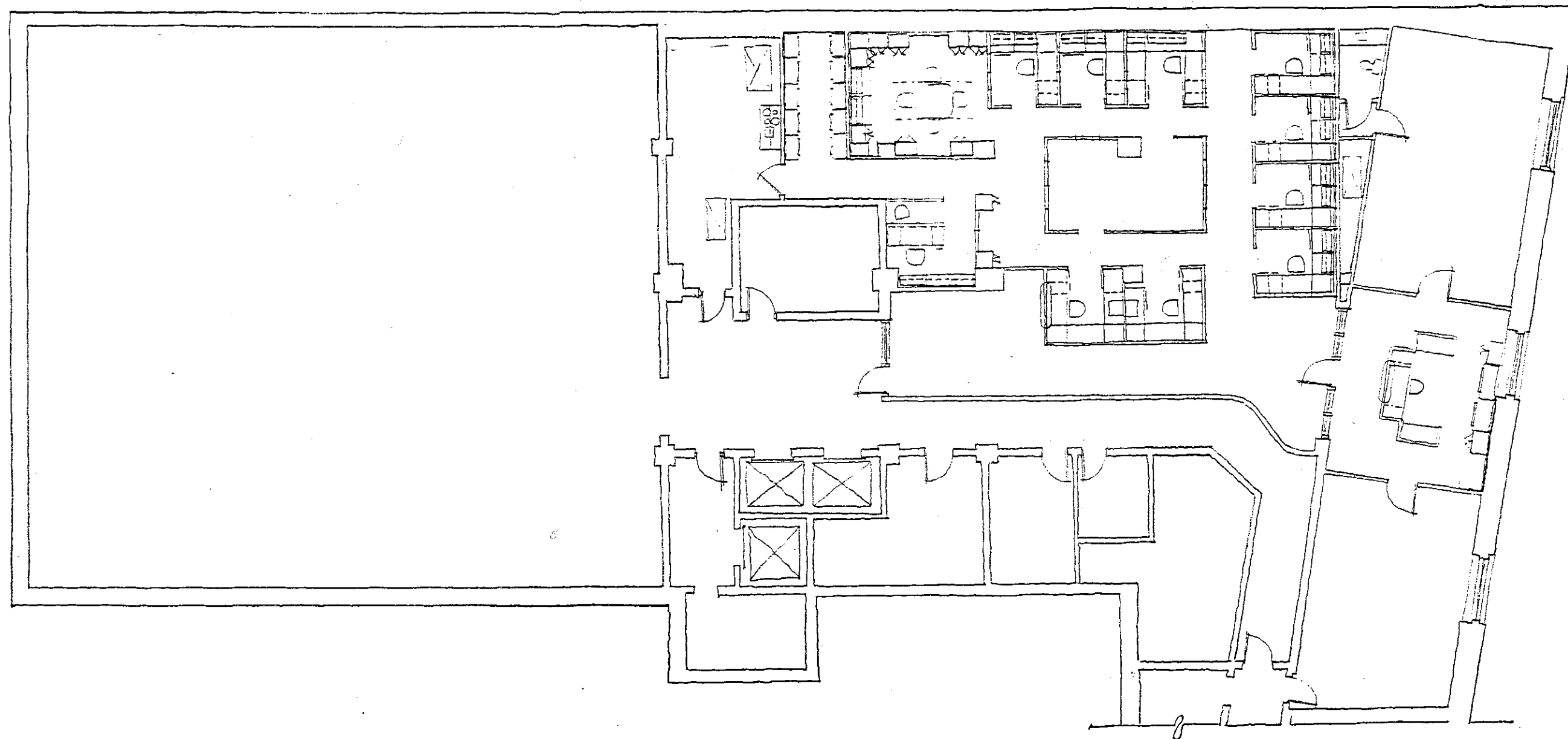
BERGER HOTEL CORP. OFFICES

BERGER HOTELS CORPORATION

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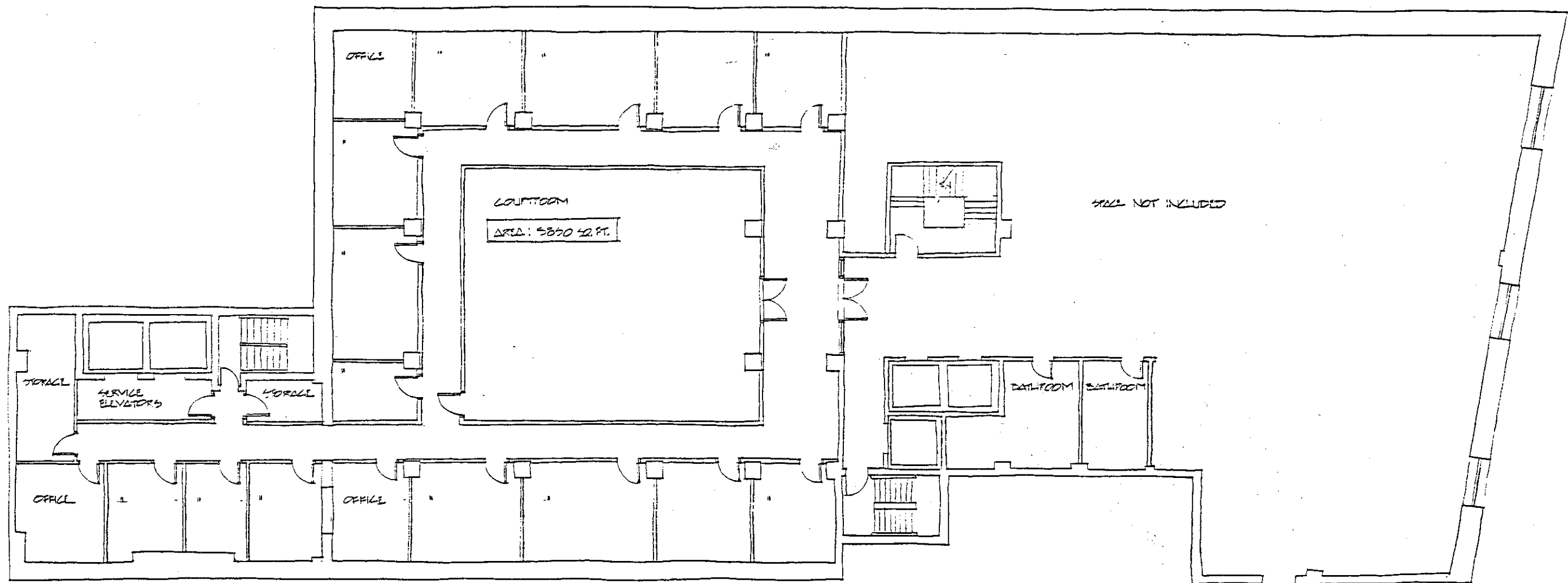
3RD FLOOR FURNITURE PLAN BERGER HOTEL CORP. OFFICES

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PROPOSED 3RD FLOOR

3RD FLOOR PLAN STATE OF NEW JERSEY BUREAU OF LAND MANAGEMENT

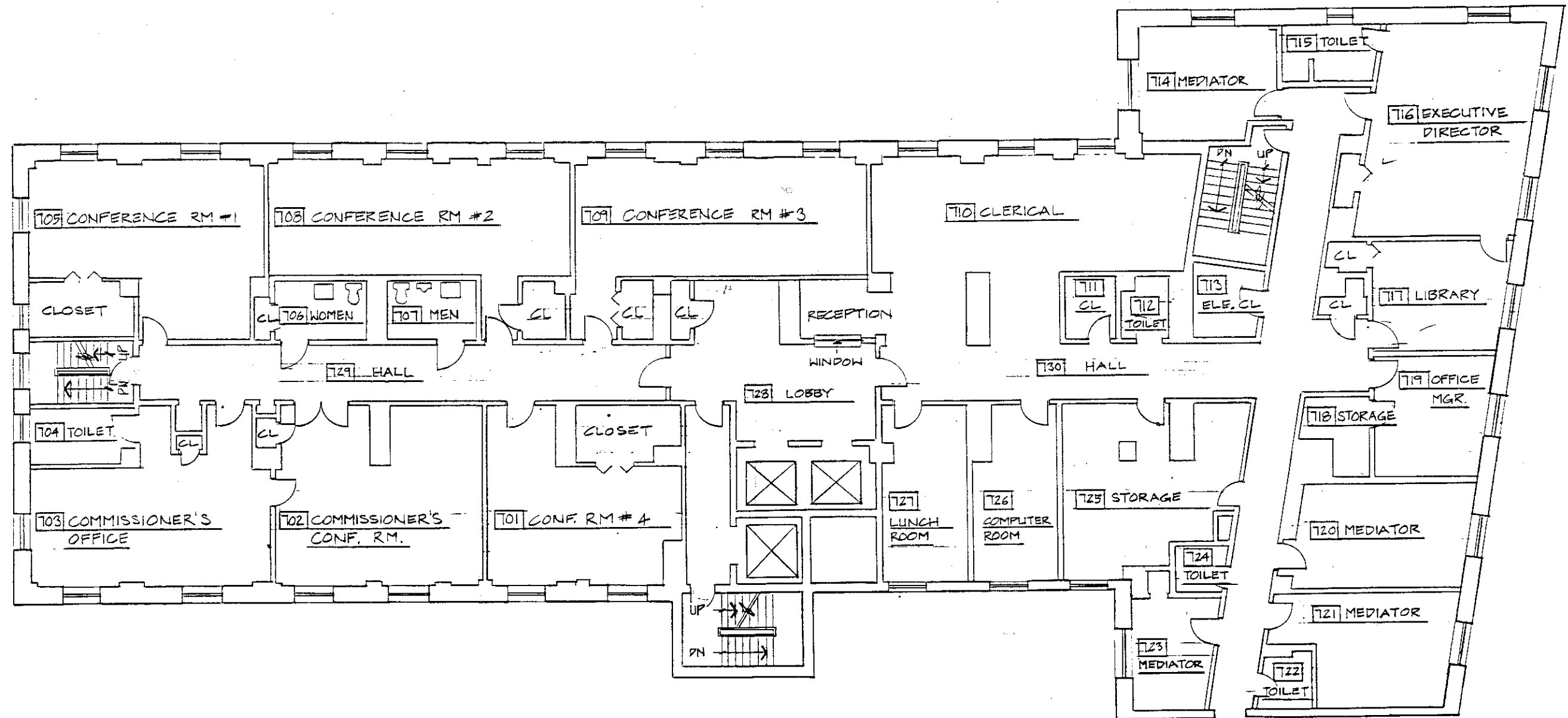
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6TH FLOOR PLAN STATE OF NEW JERSEY BUREAU OF LEASE MANAGEMENT



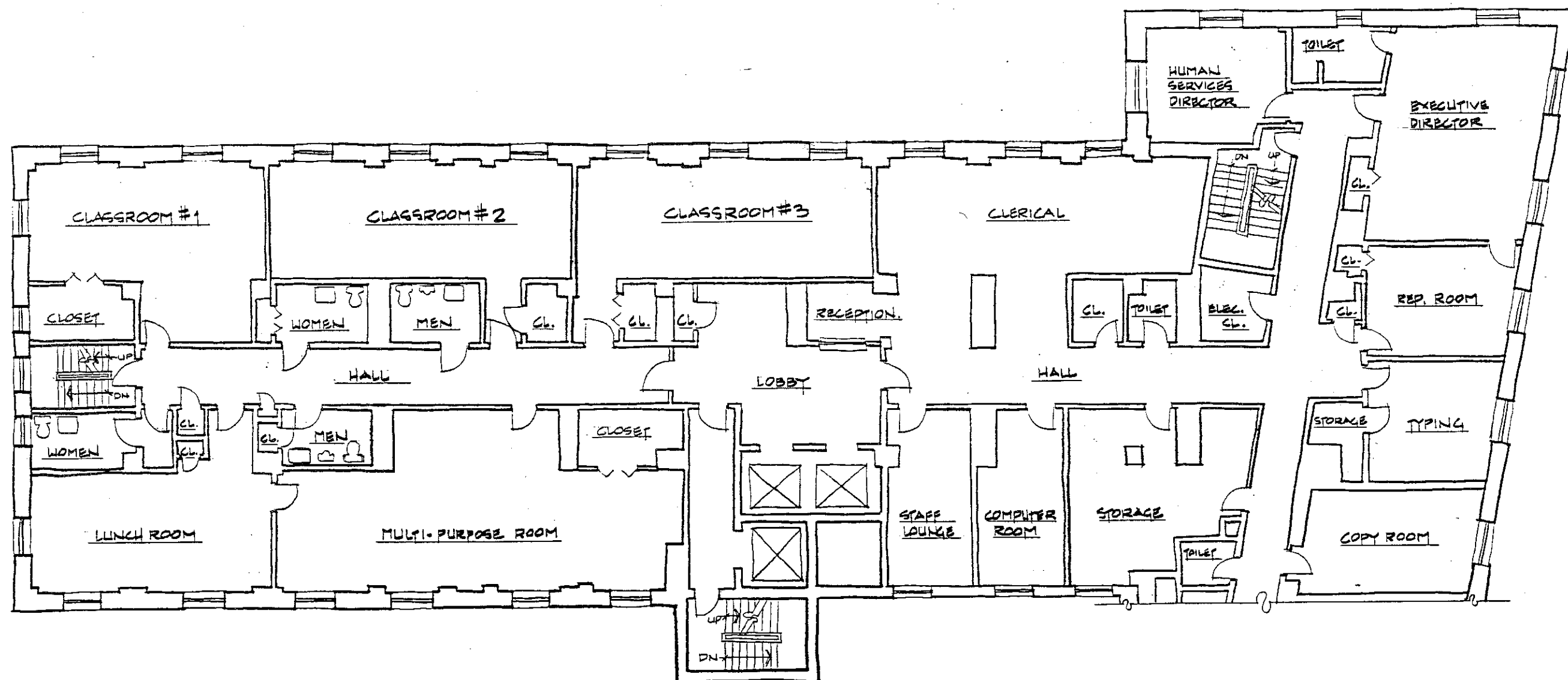
7TH FLOOR PLAN N.J. DEPT. OF LABOR BOARD OF MEDATION

BERGER HOTELS CORPORATION

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8TH FLOOR PLAN COMPUTER TRAINING CENTER URBAN LEAGUE OF ESSEX COUNTY

BERGER HOTELS CORPORATION

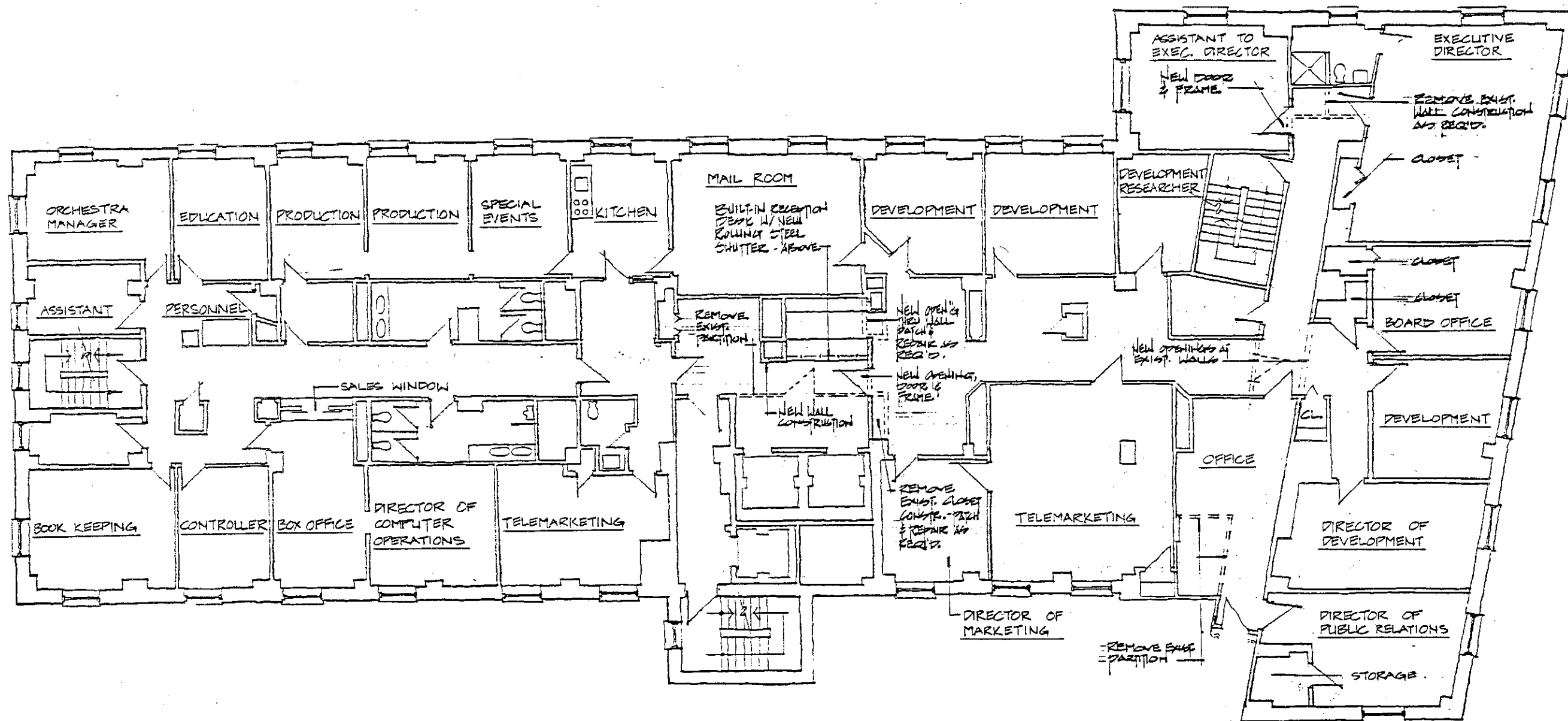
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N.J. SYMPHONY ORCHESTRA

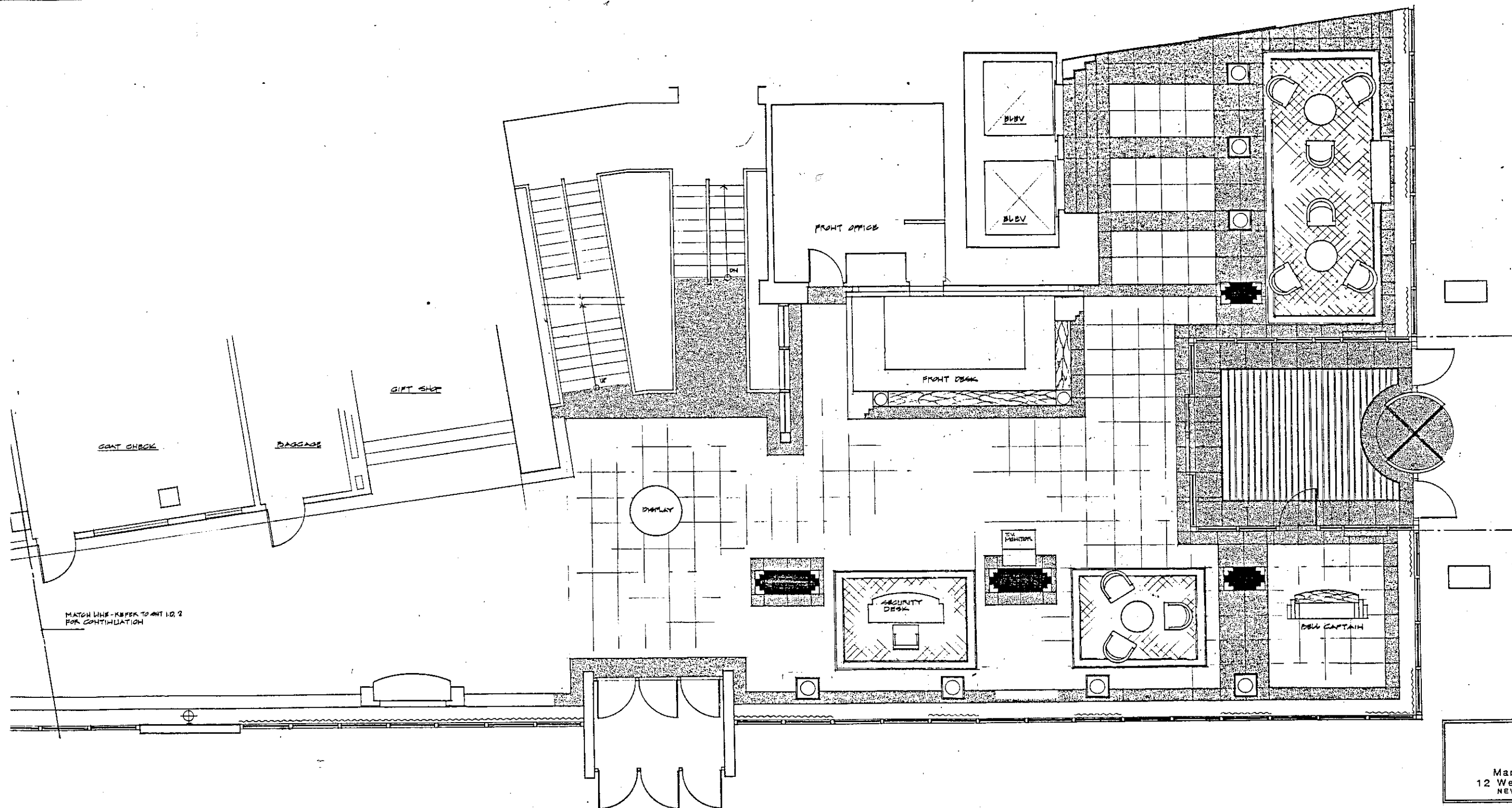
PROPOSED FLOOR PLAN

BERGER HOTELS CORPORATION

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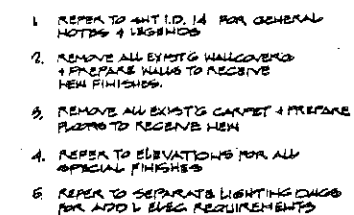
Martin Branner
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BERGER HOTELS CORPORATION

ROBERT TRIST CENTER
10 PARK PLACE
NEWARK, NEW JERSEY 07102

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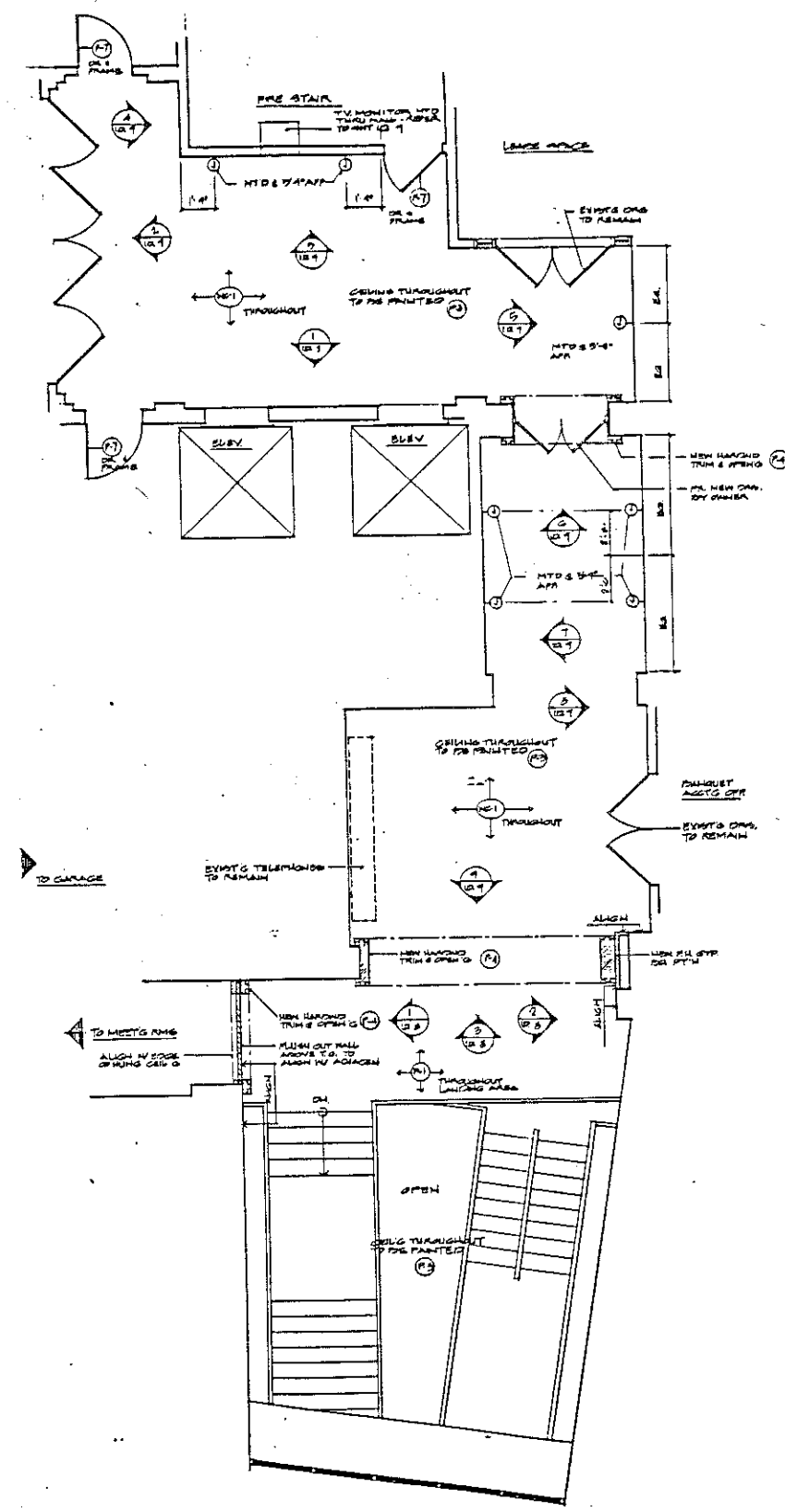
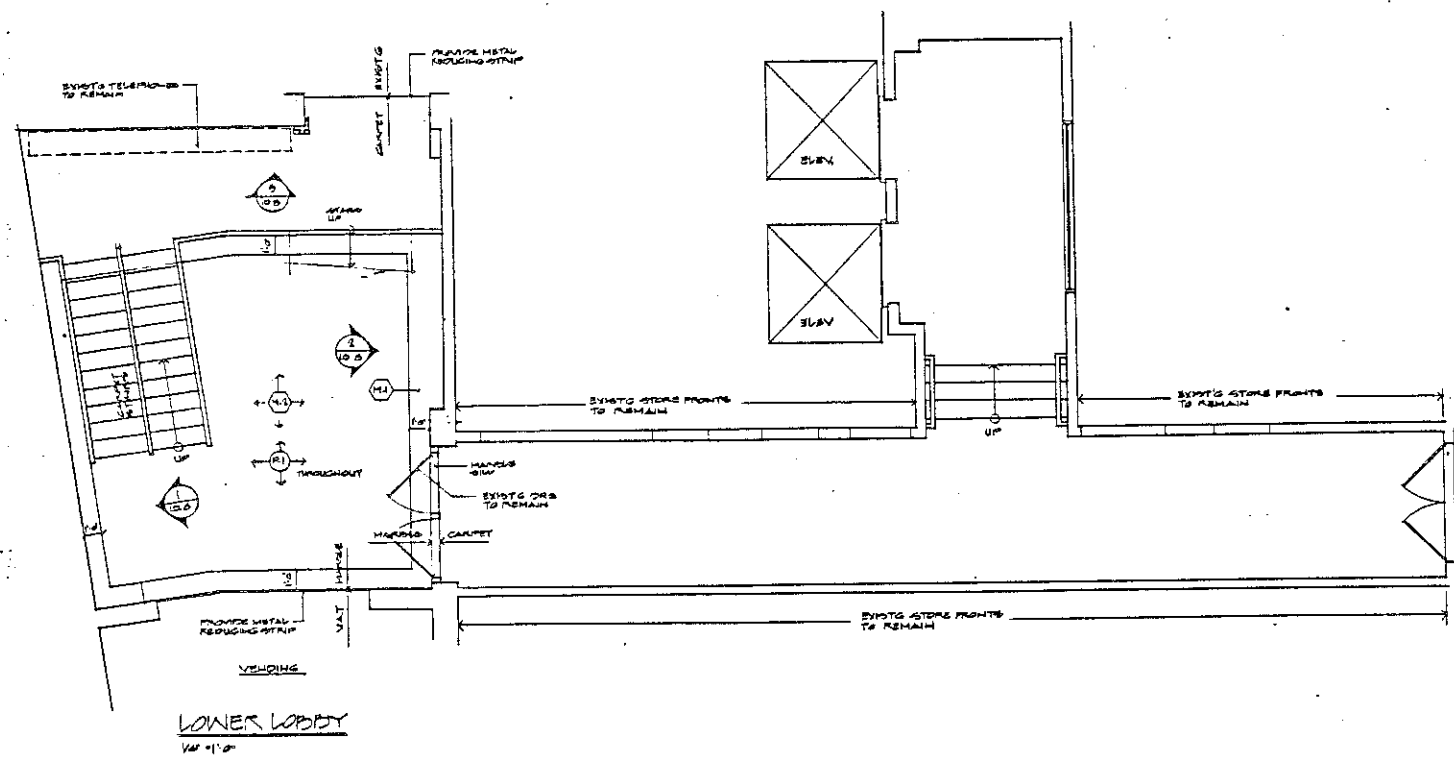


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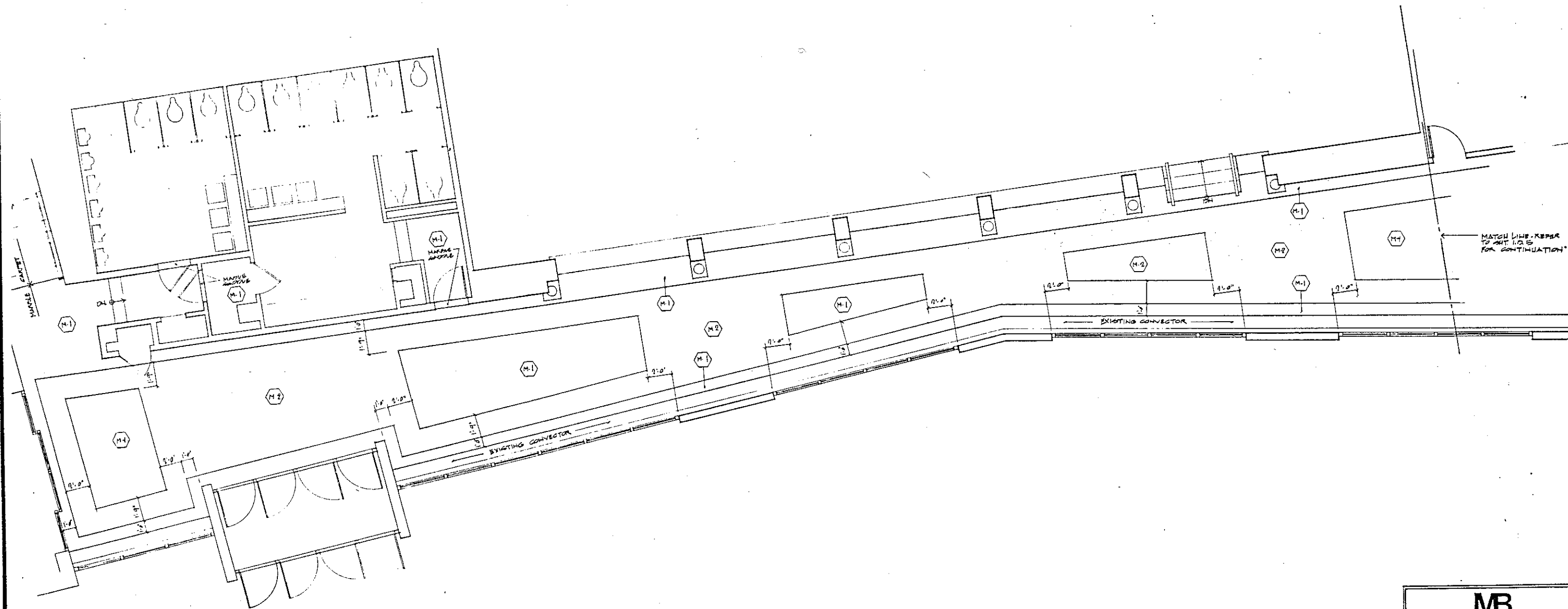


- NOTES**
1. REFER TO SHEET 10.14 FOR GENERAL NOTES & LEGENDS
 2. REMOVE ALL EXISTING WALLCOVERING & PREPARE WALLS TO RECEIVE NEW FINISHES
 3. REMOVE ALL EXISTING CARPET & PREPARE FLOORING TO RECEIVE NEW FINISHES
 4. REFER TO ELEVATIONS FOR SPECIAL FINISHES
 5. REFER TO SEPARATE LIGHTS SCHEDULE FOR ADDITIONAL REQUIREMENTS

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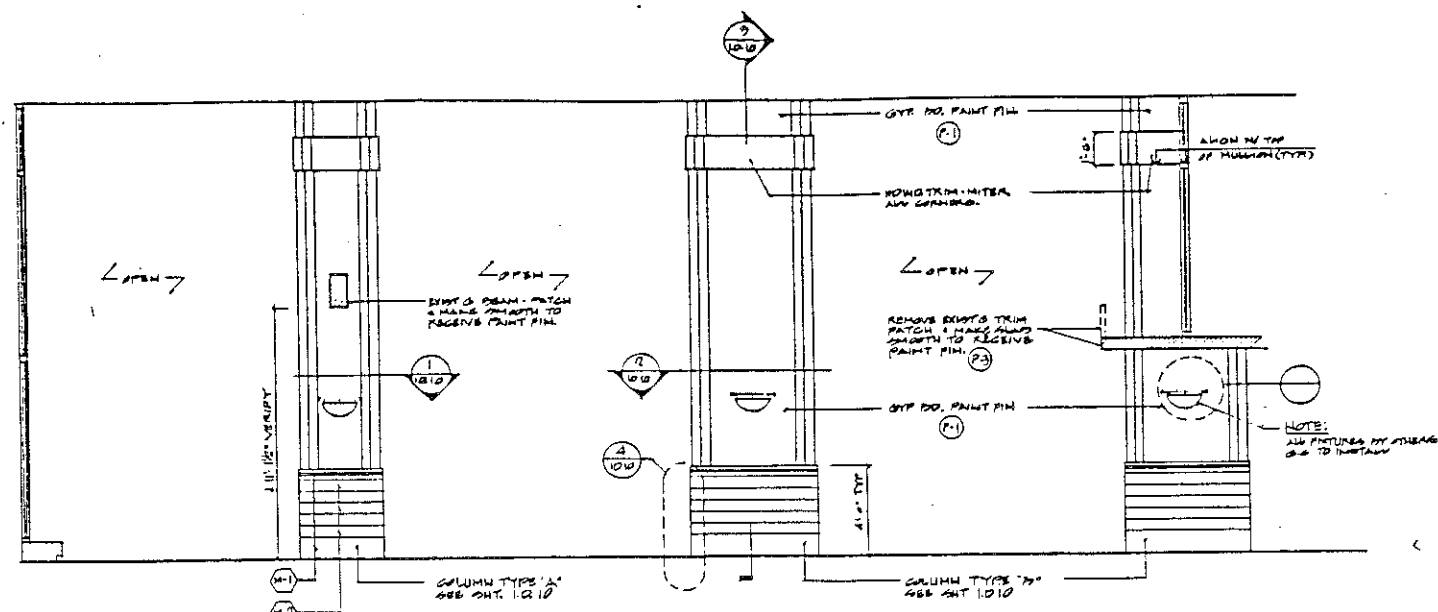
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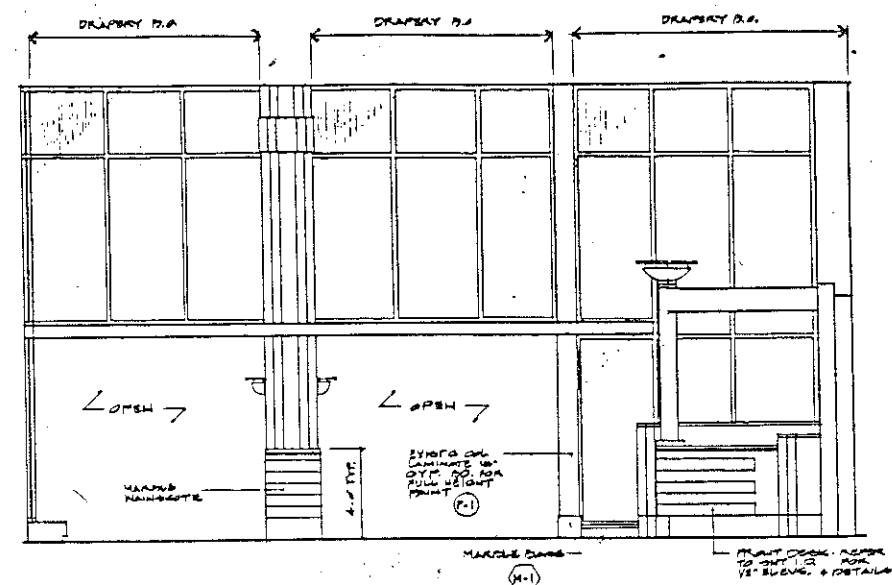
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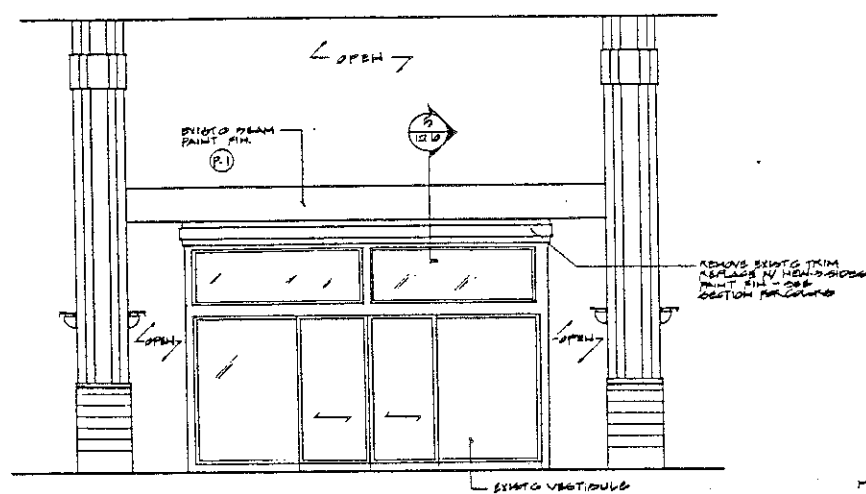
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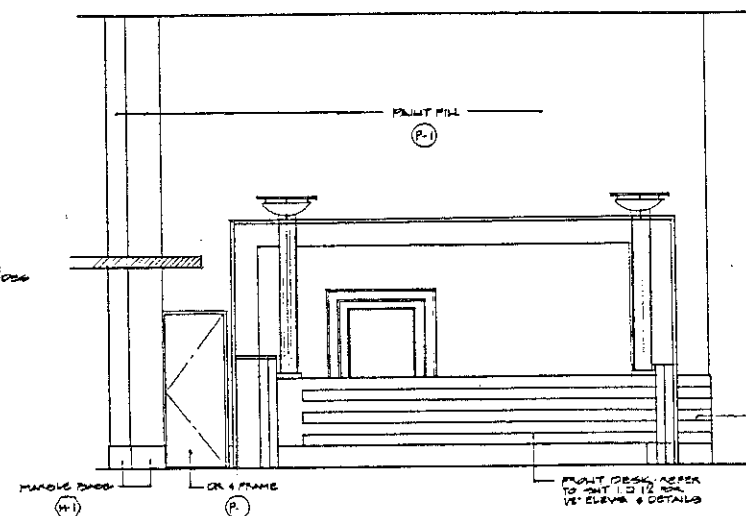
ELEVATION ①



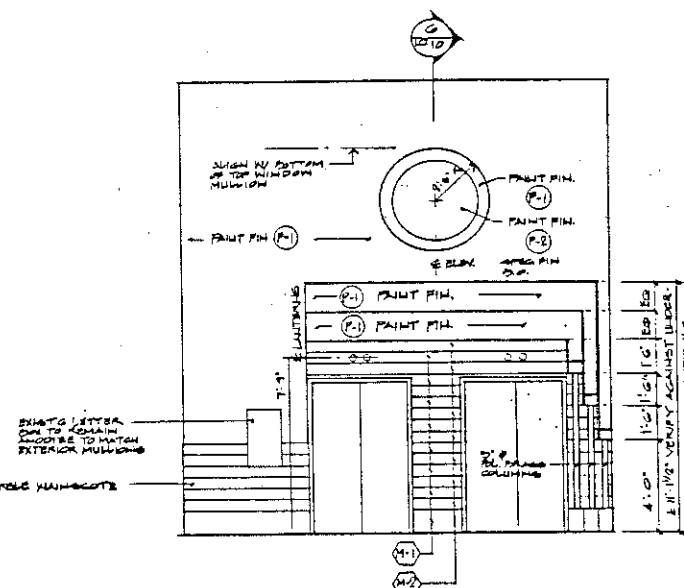
ELEVATION ②



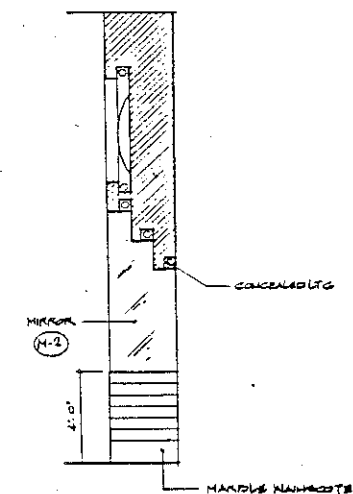
ELEVATION ③



ELEVATION ④



ELEVATION ⑤



ELEVATION ⑥

MB

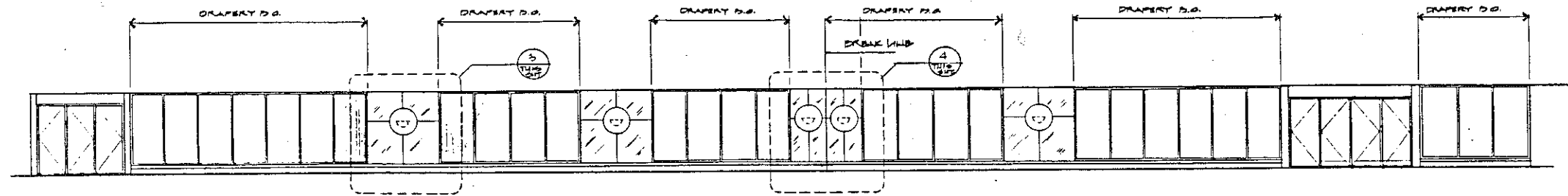
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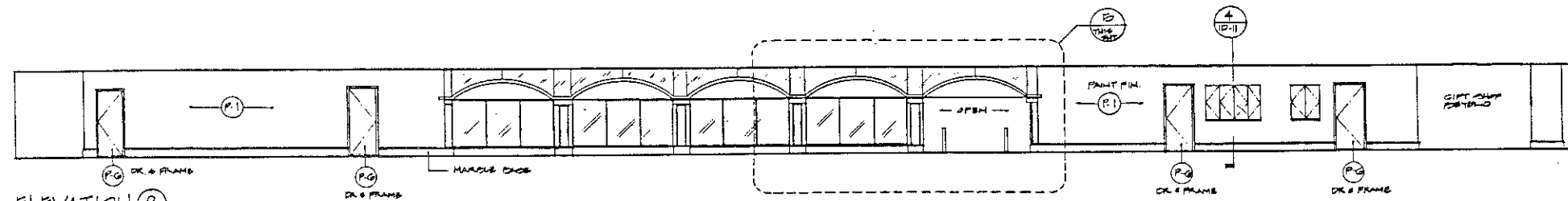
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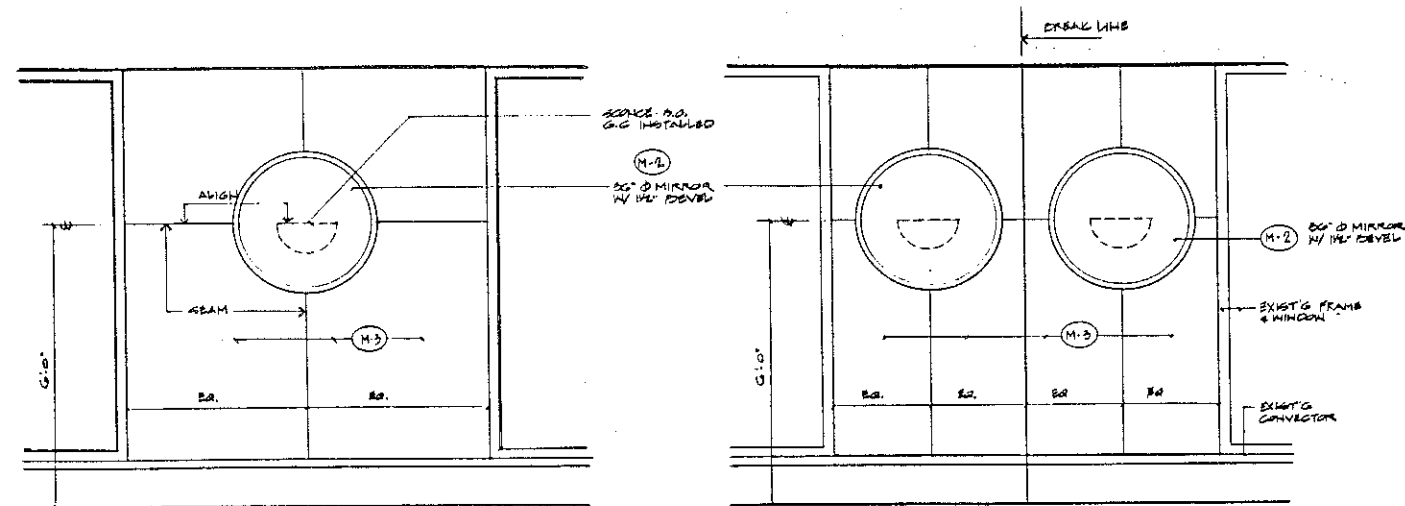
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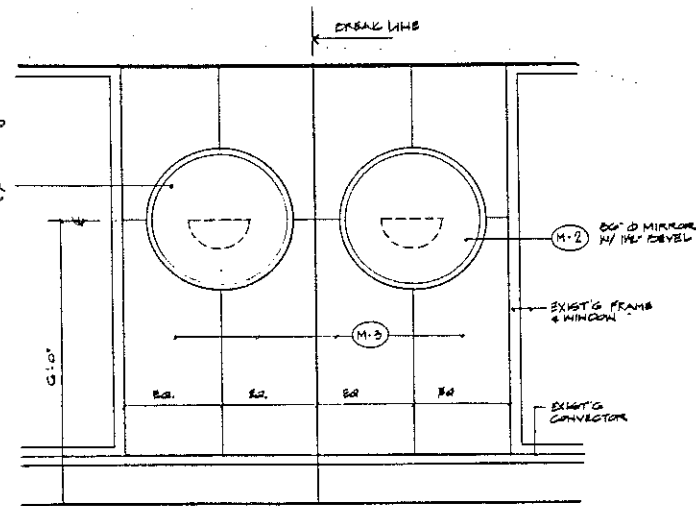
ELEVATION ①
1/8" = 1'-0"



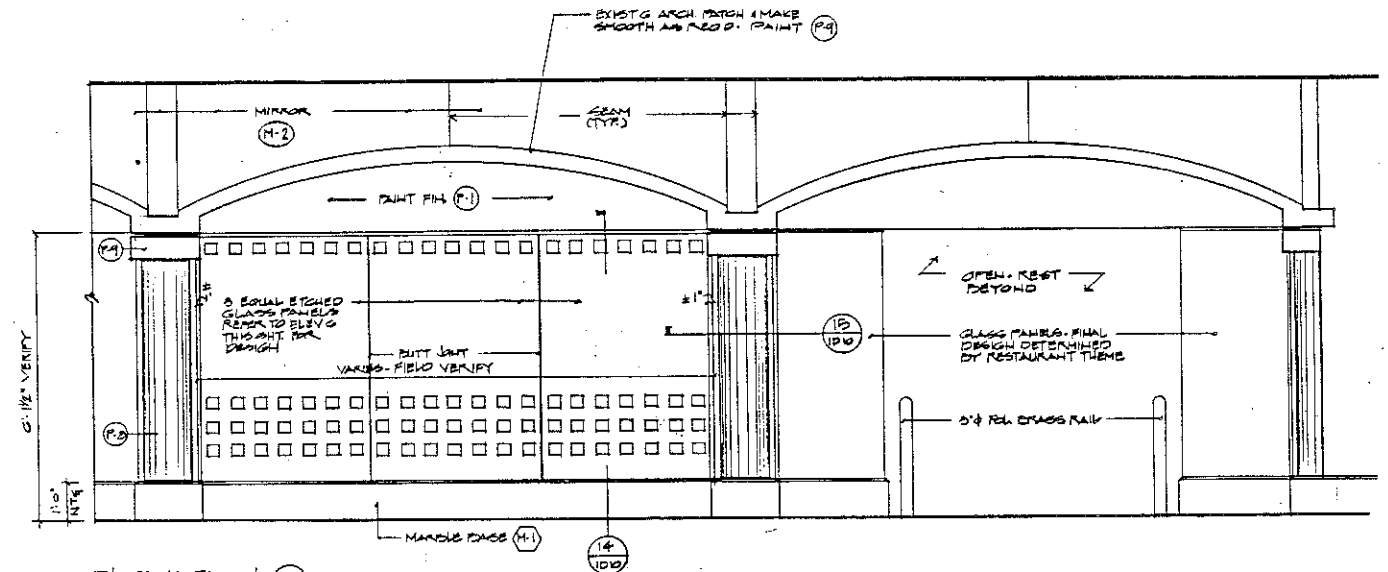
ELEVATION ②
1/8" = 1'-0"



ELEVATION ③
1/8" = 1'-0"



ELEVATION ④
1/8" = 1'-0"



ELEVATION ⑤
1/8" = 1'-0"

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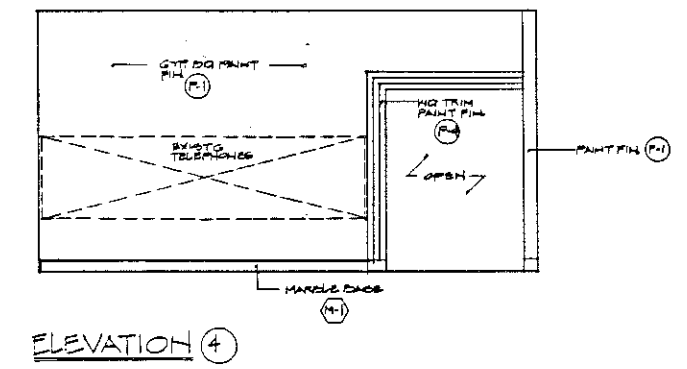
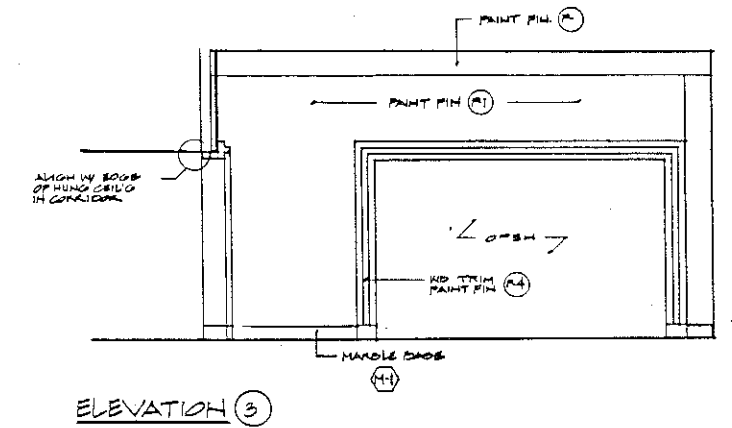
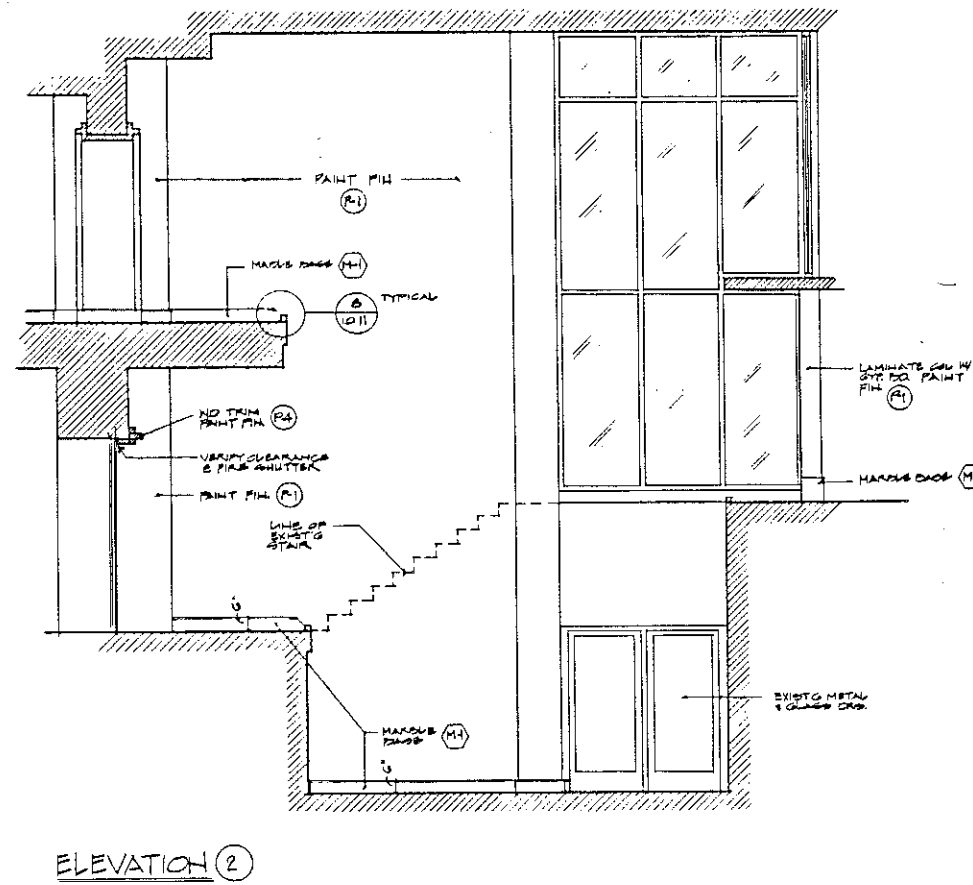
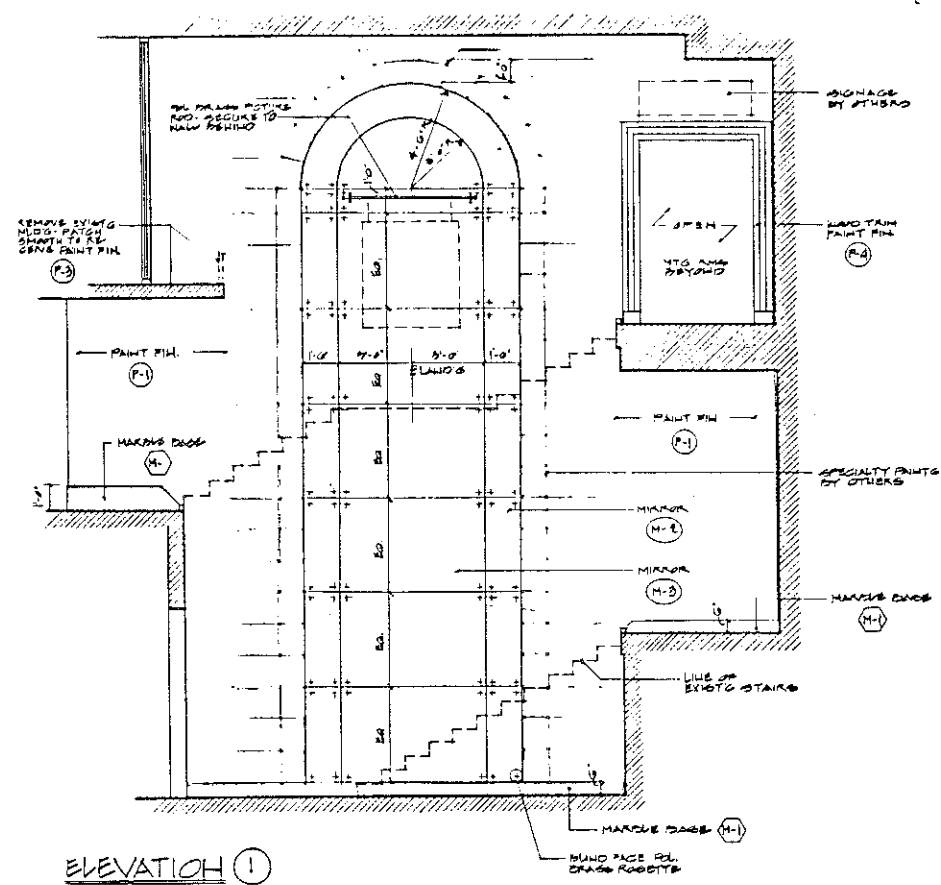
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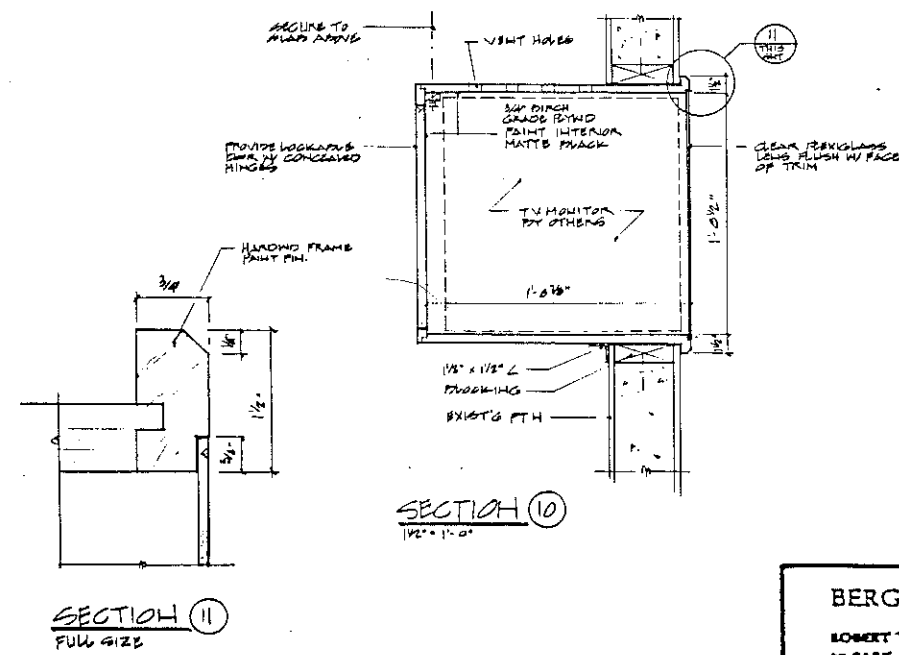
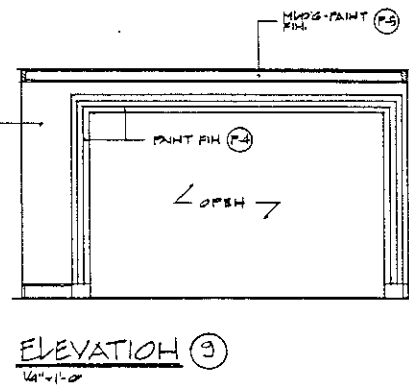
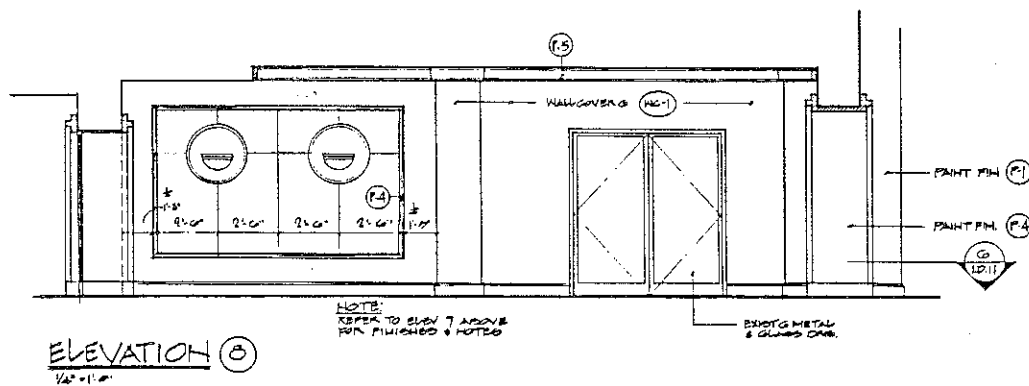
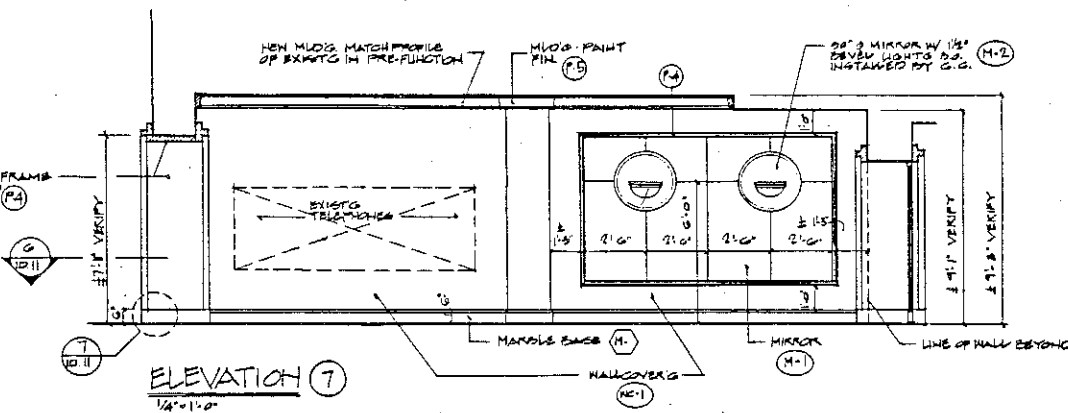
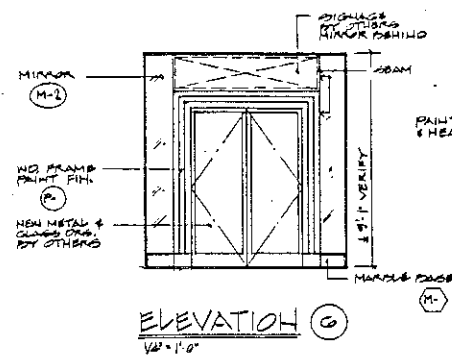
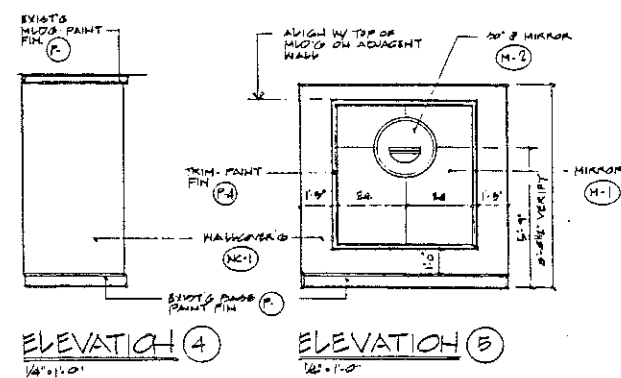
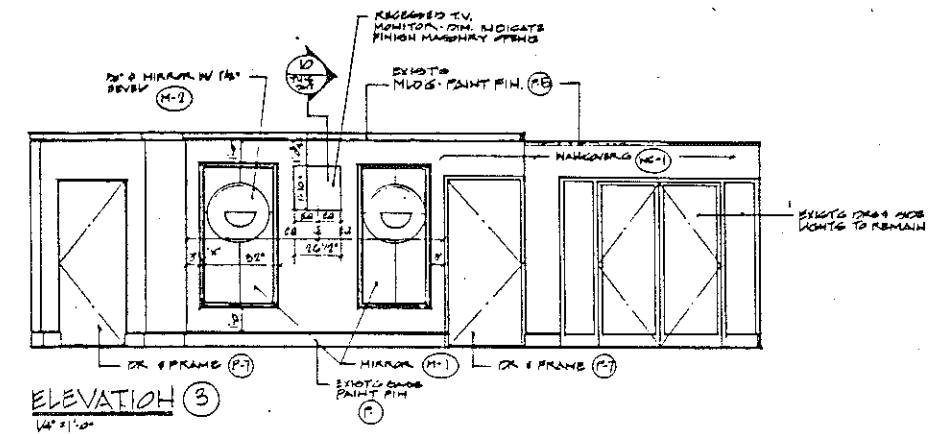
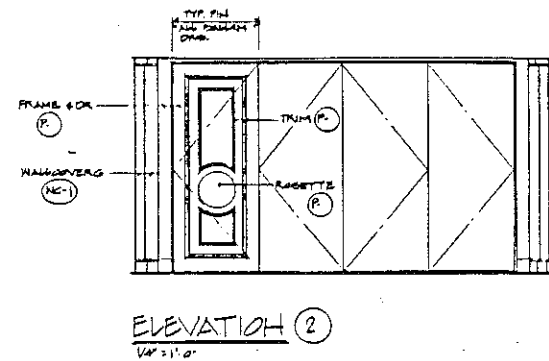
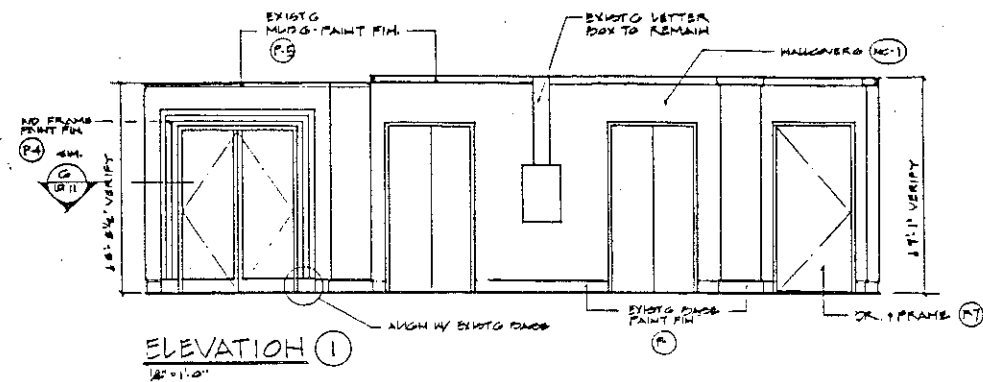
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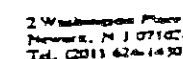
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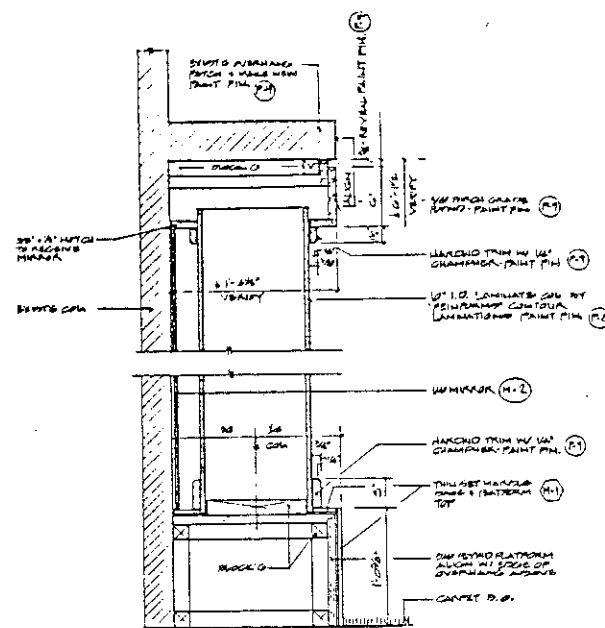


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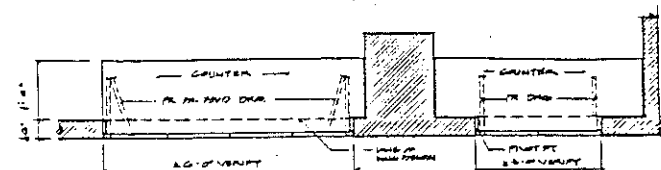
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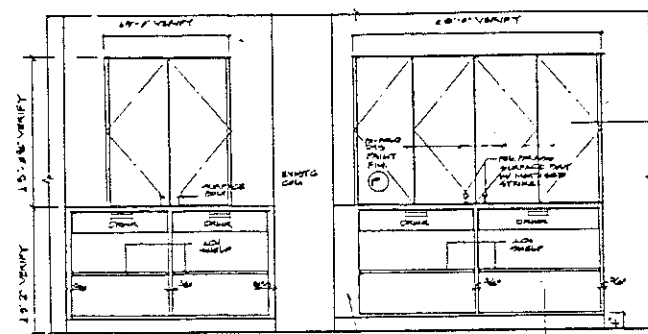




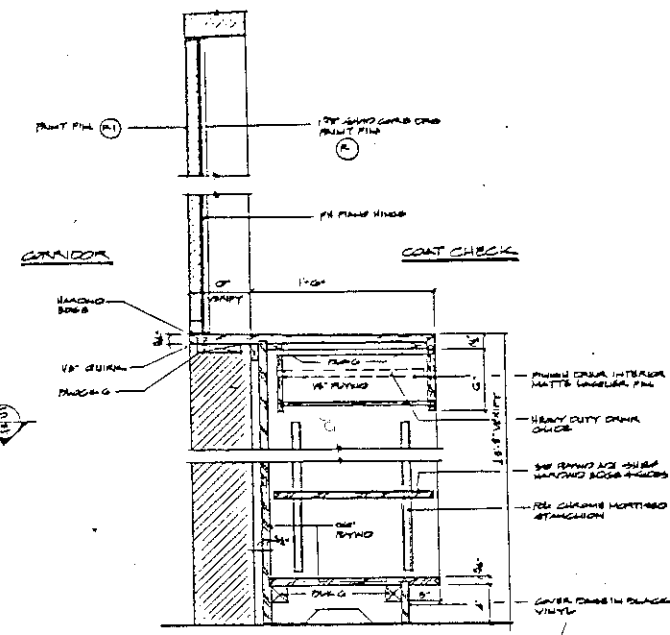
SECTION 1
1/8" = 1'-0"



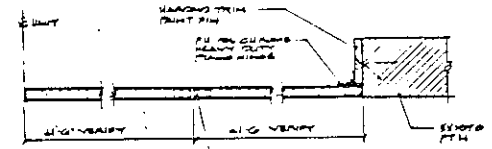
PLAN 2 COAT CHECK COUNTER
1/8" = 1'-0"



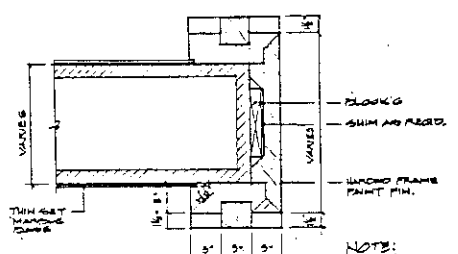
ELEVATION 3
1/8" = 1'-0"



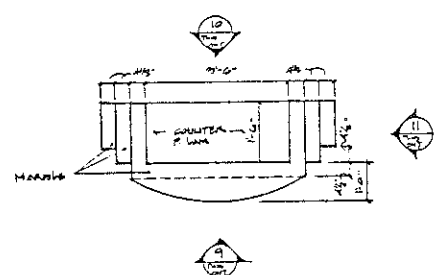
SECTION 4
1/8" = 1'-0"



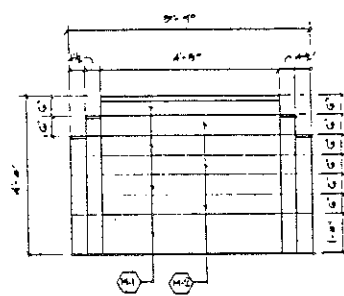
PLAN SECTION 5
1/8" = 1'-0"



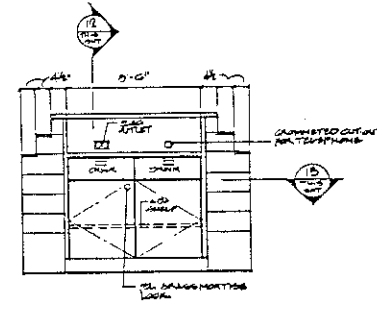
SECTION 6
1/8" = 1'-0"



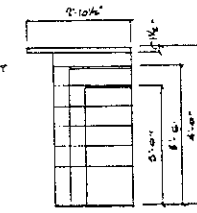
PLAN - BELL CAPTAIN'S DESK
1/8" = 1'-0"



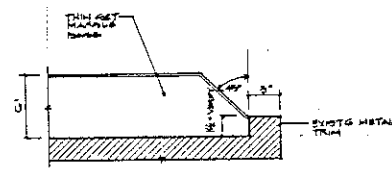
ELEVATION 9
1/8" = 1'-0"



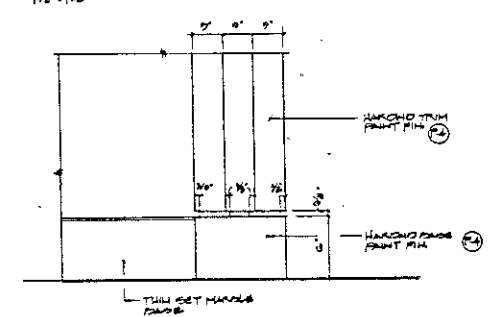
ELEVATION 10
1/8" = 1'-0"



ELEV. 11
1/8" = 1'-0"



BASE DETAIL 6
1/8" = 1'-0"



BASE DETAIL 7
1/8" = 1'-0"

NOTE:
EASTO LAMINATE FOR ALL BELL CAPTAIN STATION
& COAT CHECK SURFACES TO BE
FORMICA DRAMA LAMINATE
H-222 COLOR: BRIDE CLEAN SAND

MB

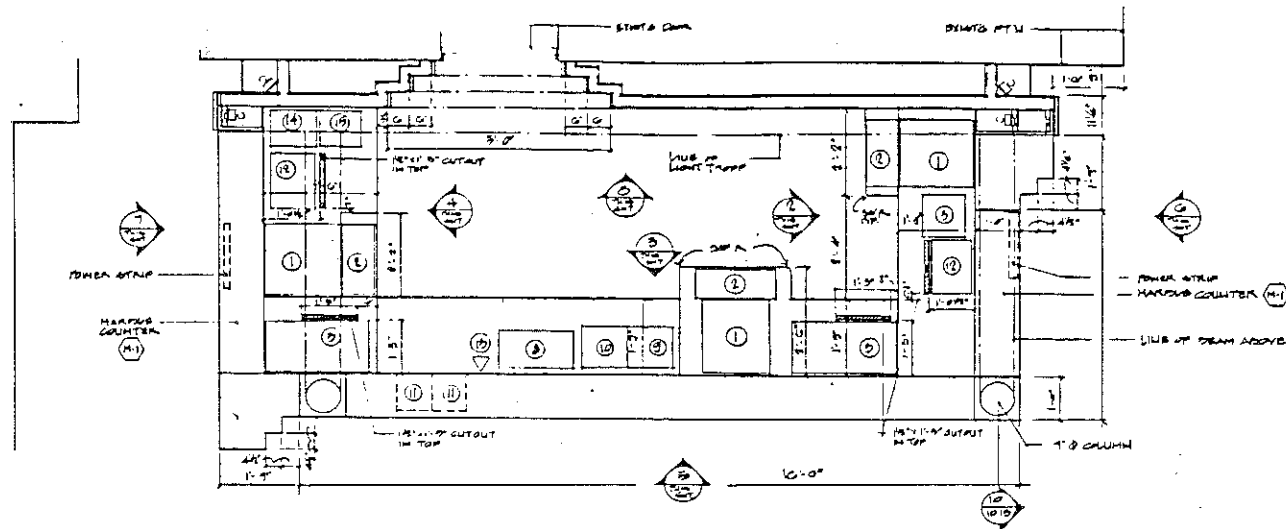
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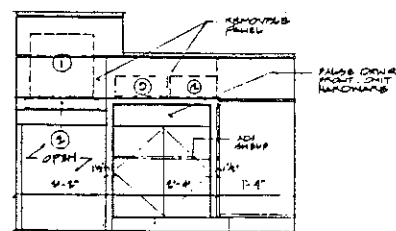
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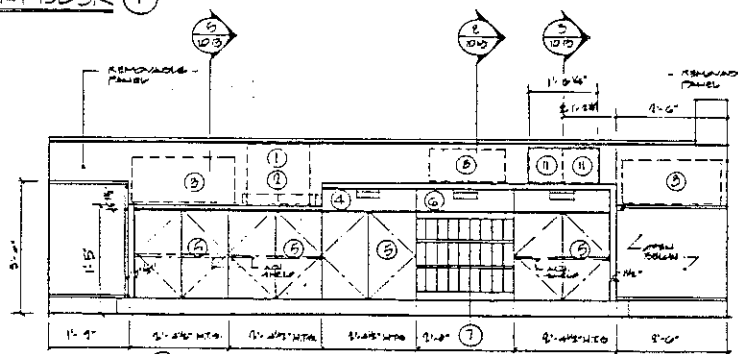
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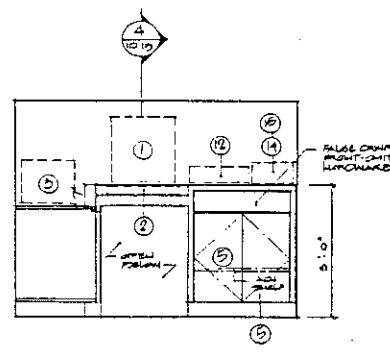
PART PLAN, FRONT DESK (1)



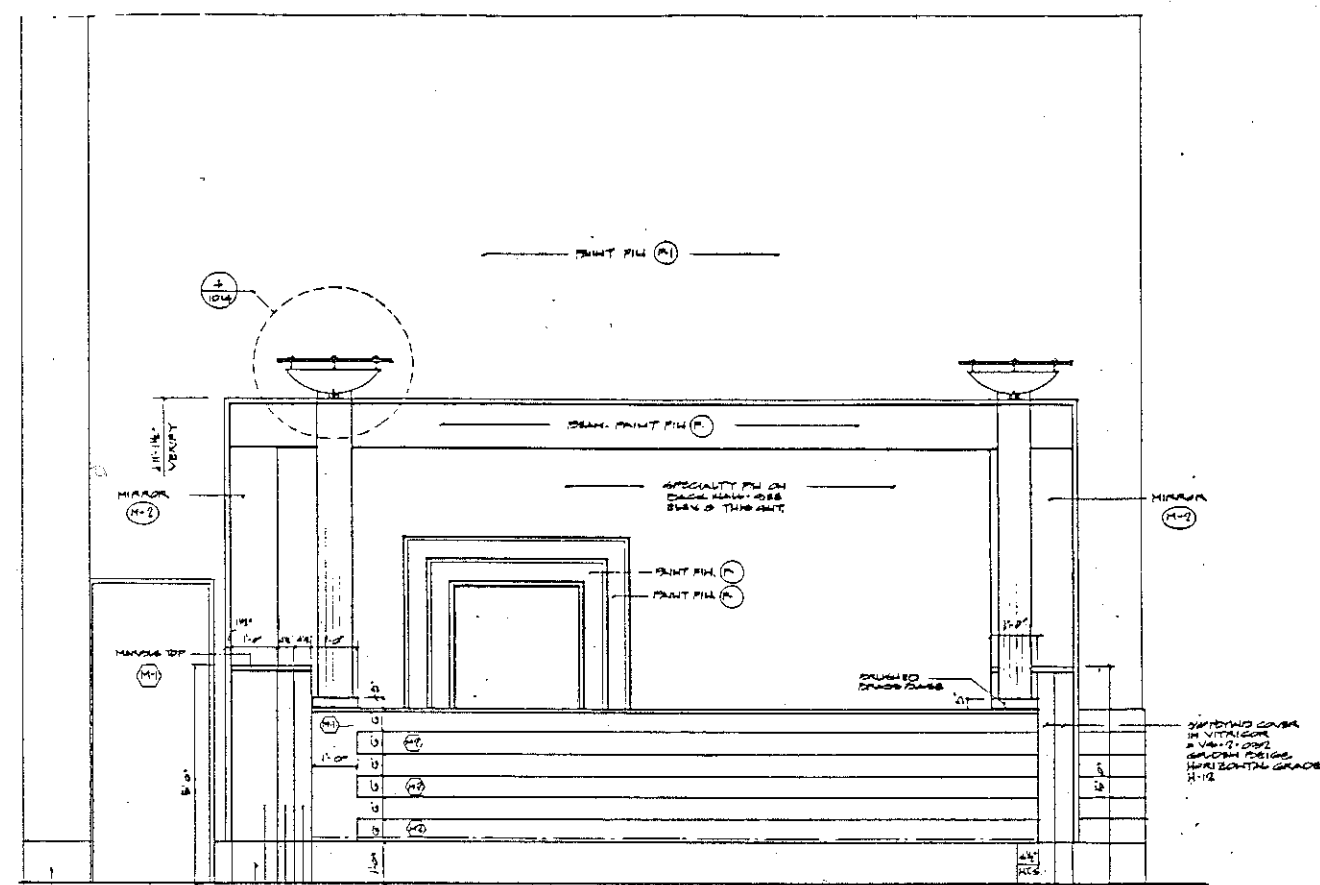
ELEVATION (2)



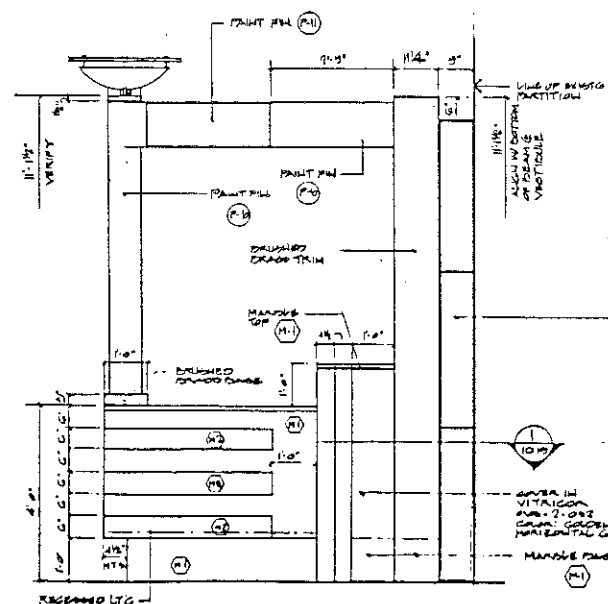
ELEVATION (3)



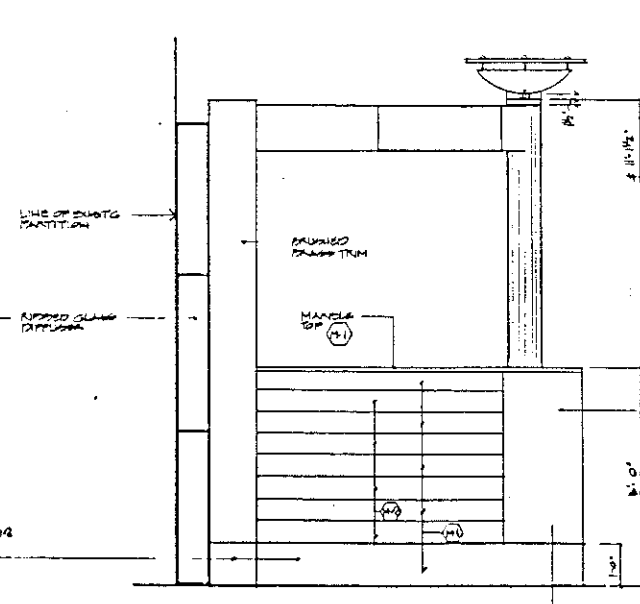
ELEVATION (4)



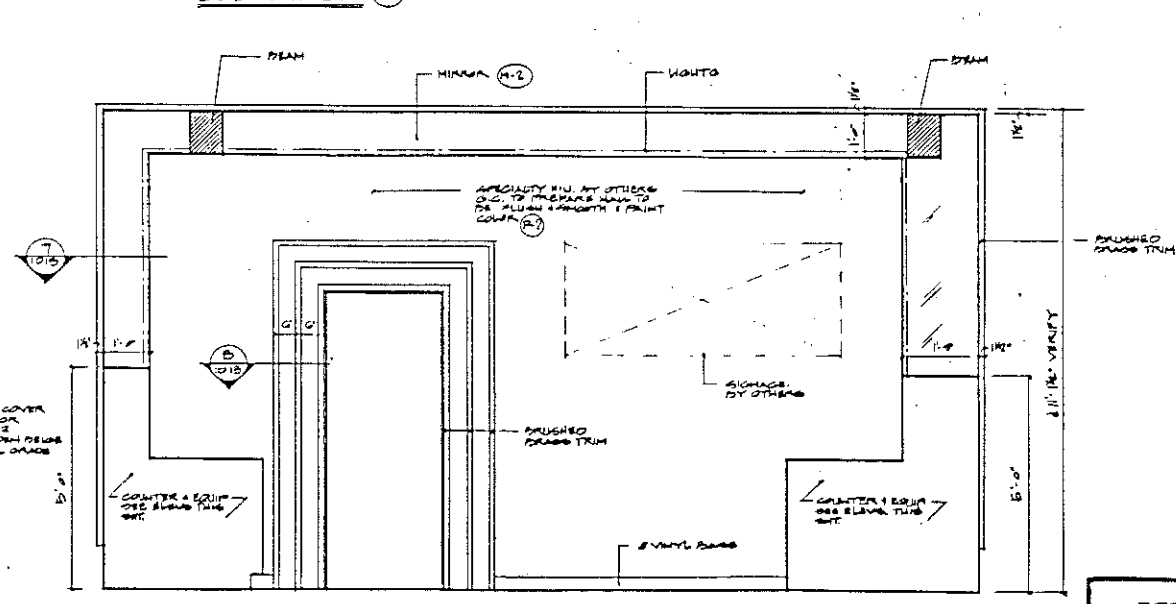
ELEVATION (5)



ELEVATION (6)



ELEVATION (7)



ELEVATION (8)

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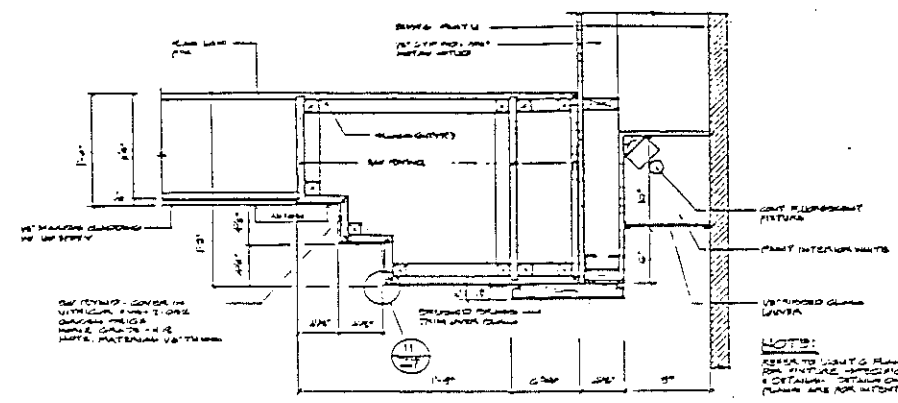
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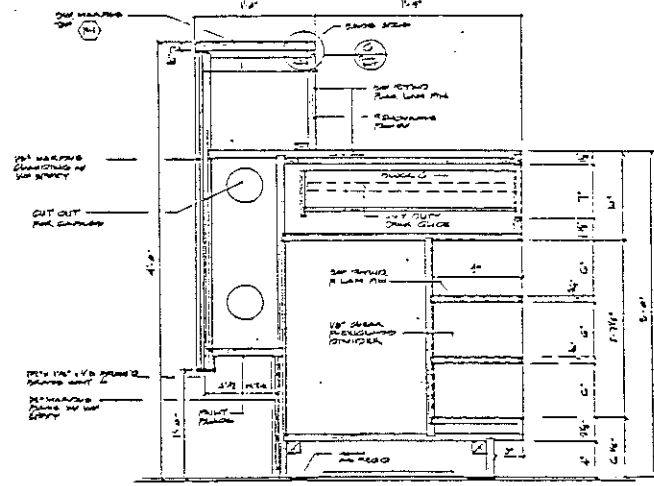
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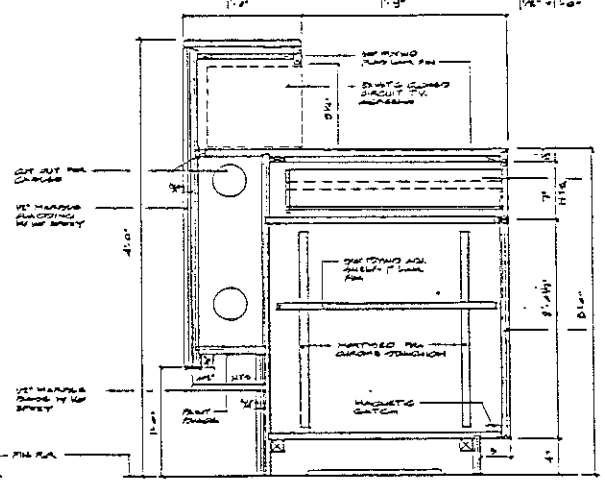
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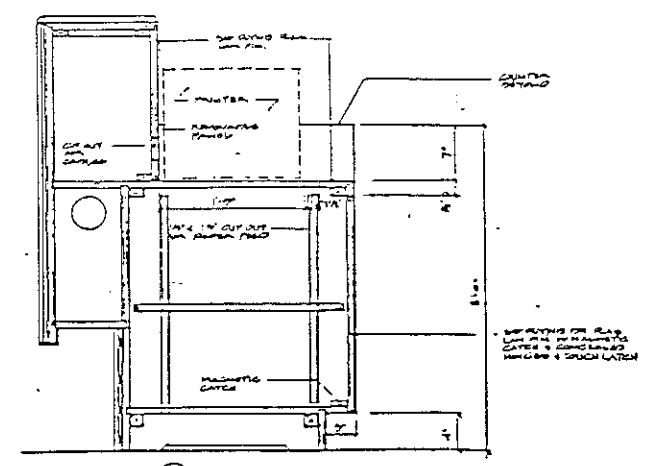
PLAN SECTION ①
18' x 11' 0"



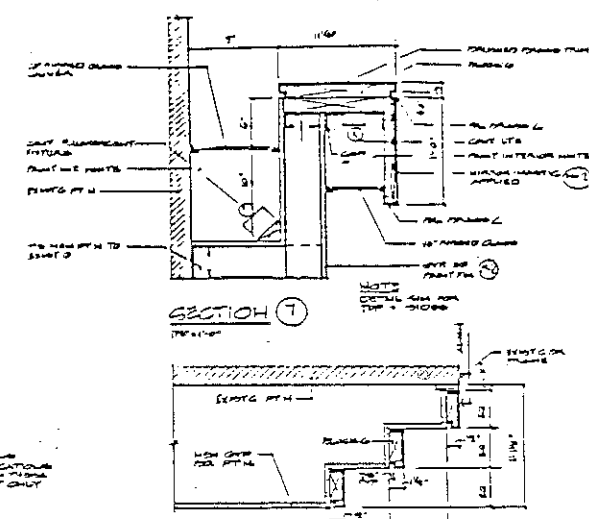
SECTION ②
18' x 11' 0"



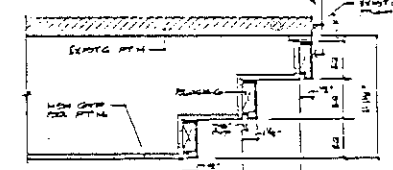
SECTION ③
18' x 11' 0"



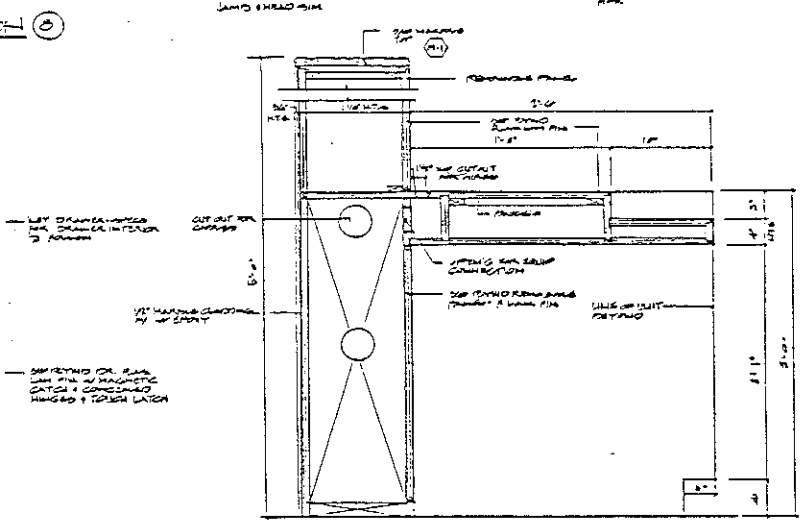
SECTION ⑤
18' x 11' 0"



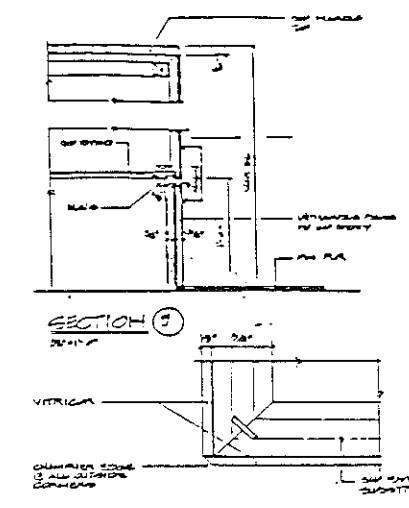
SECTION ⑦
18' x 11' 0"



SECTION ⑧
18' x 11' 0"

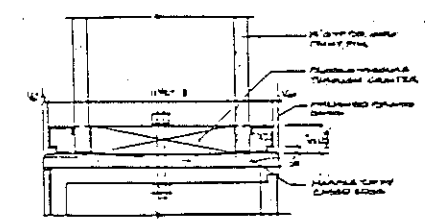


SECTION ④
18' x 11' 0"

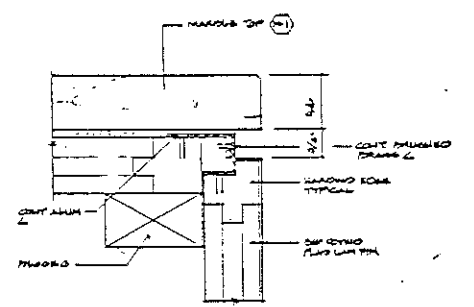


SECTION ⑨
18' x 11' 0"

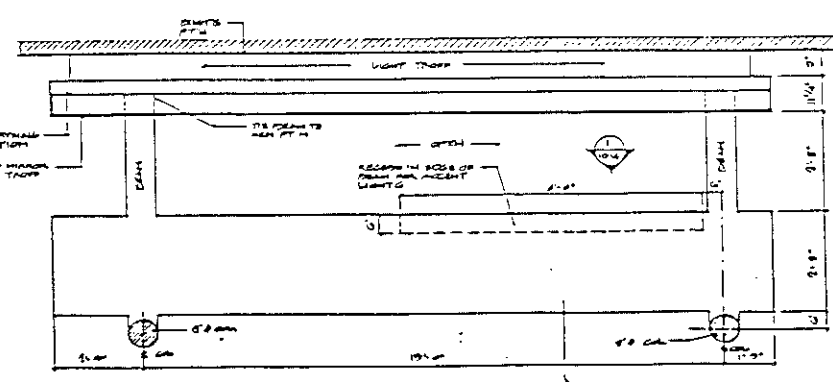
SECTION ⑪
18' x 11' 0"



SECTION ⑩
18' x 11' 0"



SECTION ⑥
18' x 11' 0"



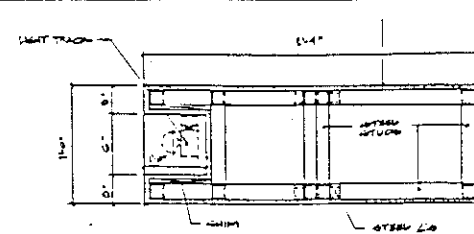
REFLECTED CEILING - FRONT DESK
18' x 11' 0"

NOTE:
MAGNETIC LAMINATE FOR ALL HOME GUARDED
POINTS BECAUSE OF THE
TYPICAL CRACKED LAMINATE
IN 120 CASES. PLEASE CHECK HAND

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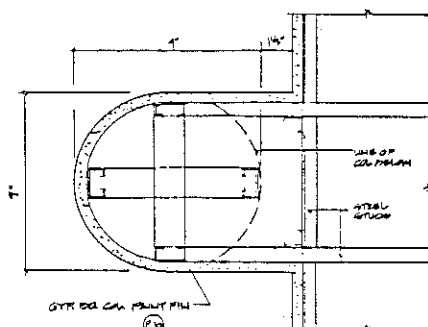
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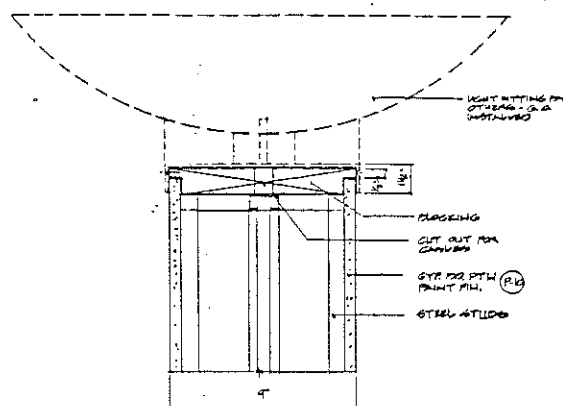


ELEVATION ①

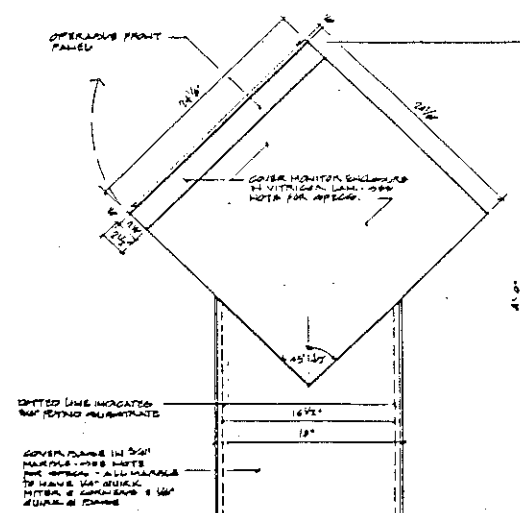
SECTION 2



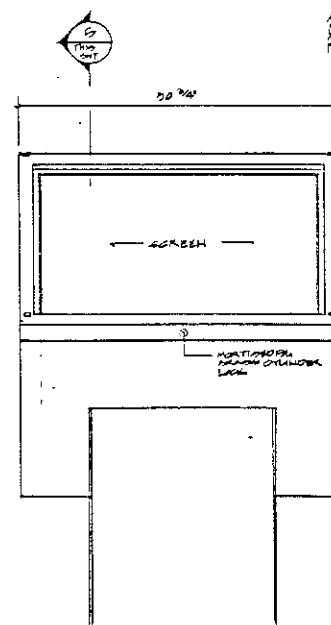
SECTION 3



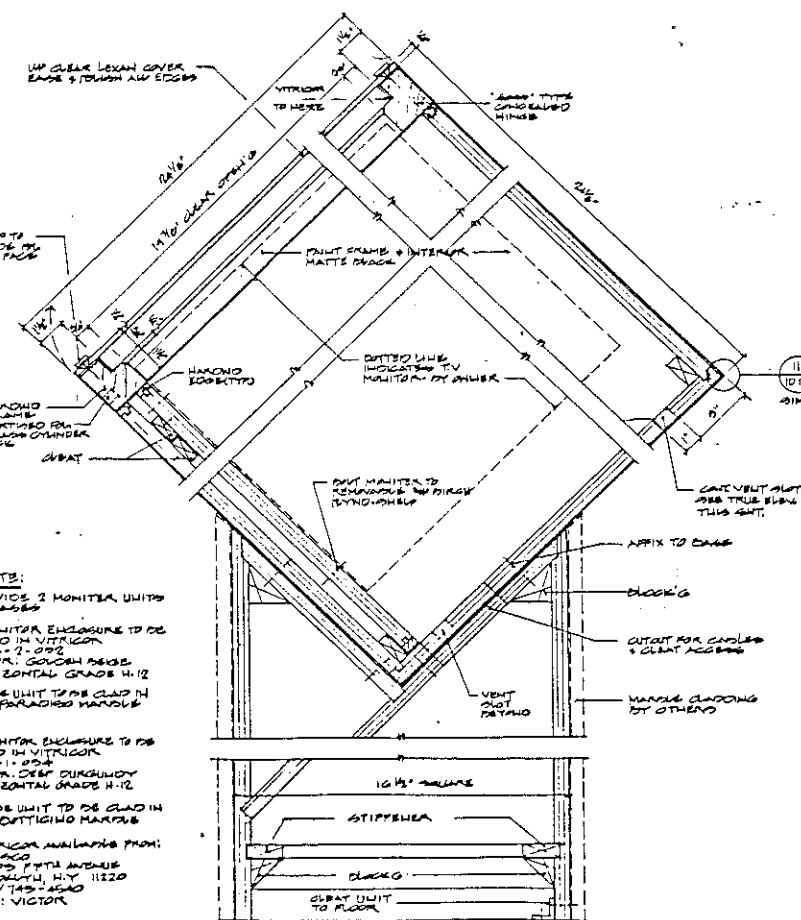
SECTION 4



SIDE ELEV. T.V. MONITOR
1 1/2" x 1' 0"



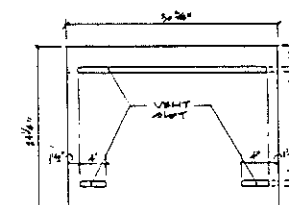
FRONT ELEV. TV MONITOR
1/2" x 1 1/2"



SECTION ⑤
7-1-0

- FRONT DECK EQUIPMENT LEGEND

- ① CRT Monitor
- ② Keyboard
- ③ Printer
- ④ Cash Drawer
- ⑤ Paper/General Storage
- ⑥ Keys Drawer
- ⑦ Mail Slots
- ⑧ Switchboard
- ⑨ Imprinter
- ⑩ Credit Card Verifier
- ⑪ Closed Circuit T.V. Monitor
- ⑫ Printer (Telephone Charges)
- ⑬ Inhouse Telephone
- ⑭ Wake Up
- ⑮ Universal Communications System



TRUE ELEV. UNIT REAR
10.150

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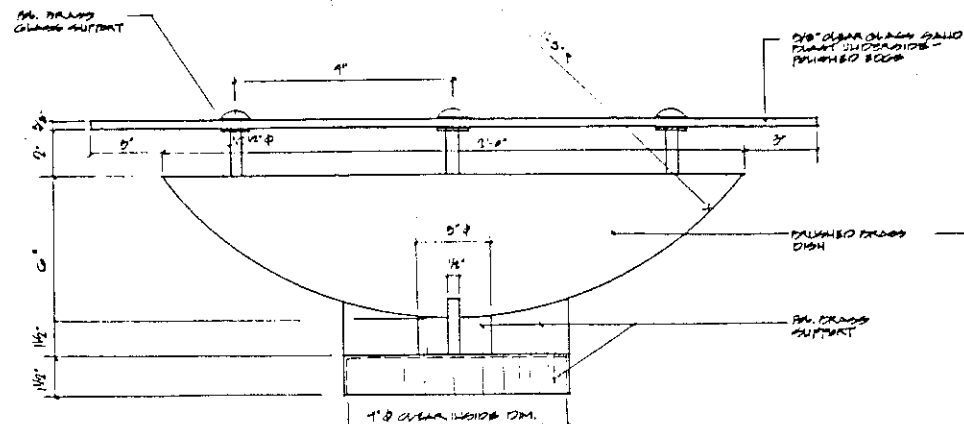
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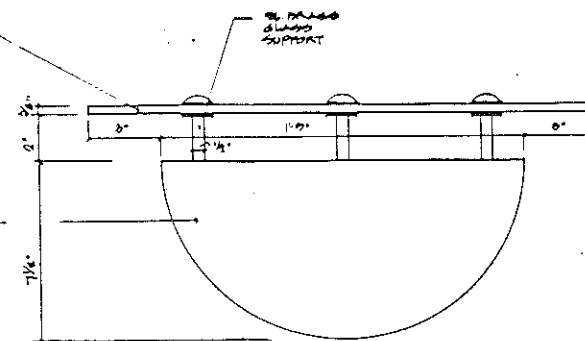
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Mikecell & Associates
Architecture and Planning

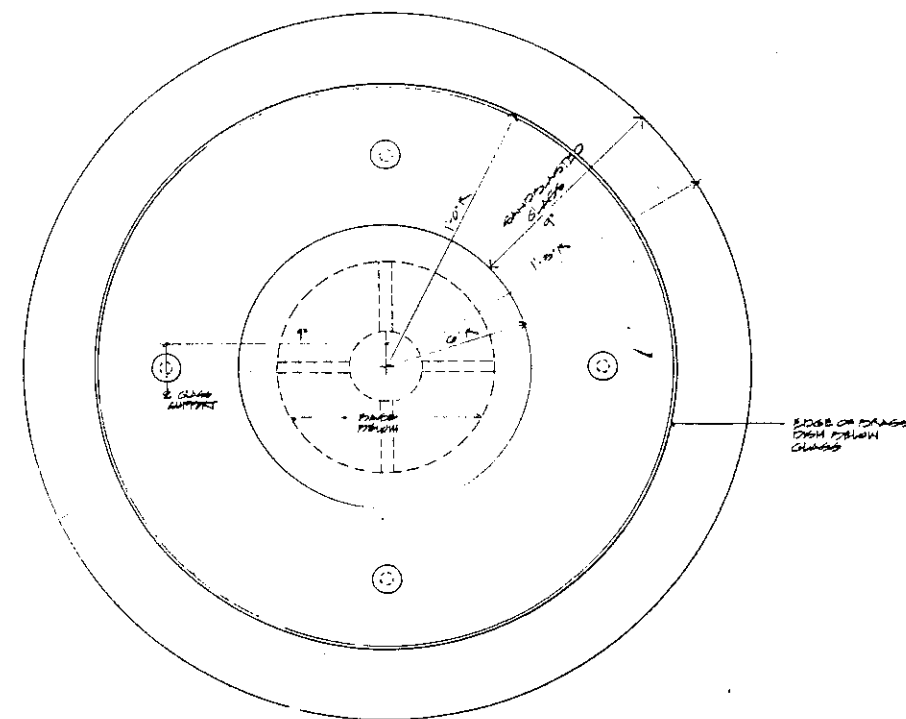
2 Washington Place
Newark, N. J. 07102
Tel. (201) 626-1430



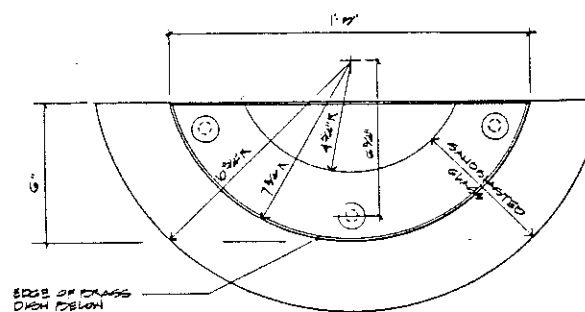
ELEVATION - FRONT DESK FIXTURE
3' x 1' 0"



ELEVATION - WALL SCONCES
2' x 1' 0"

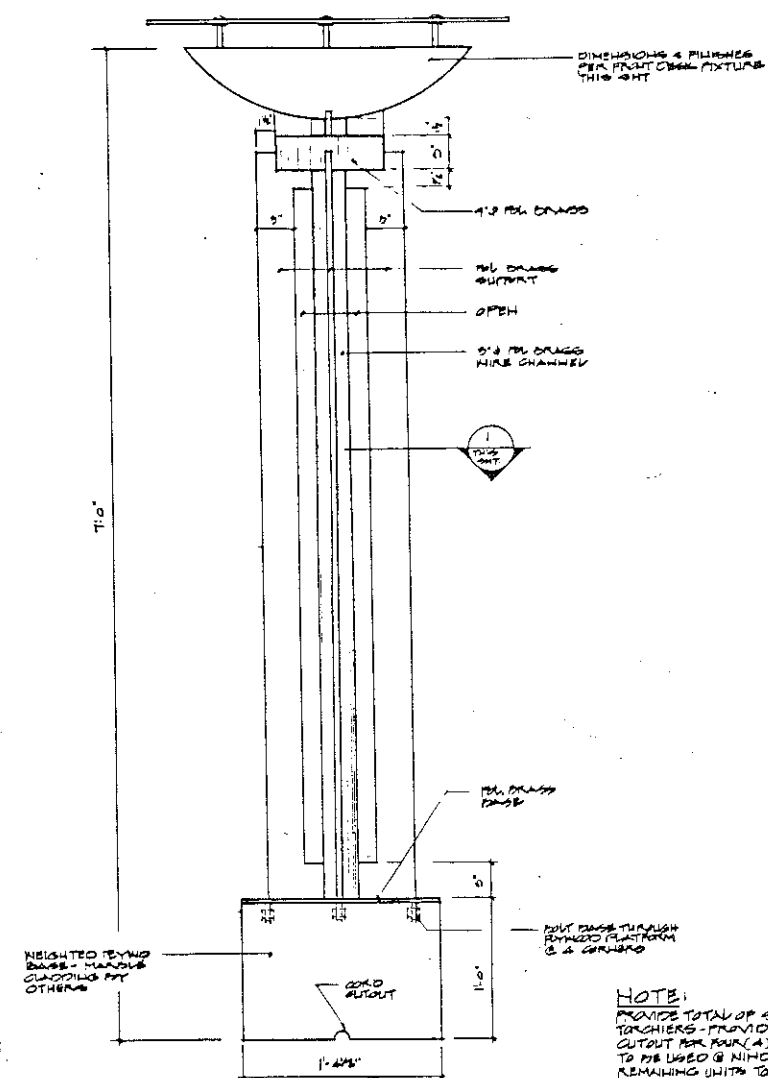


PLAN - FRONT DESK FIXTURE
3' x 1' 0"



PLAN - WALL SCONCES
2' x 1' 0"

NOTE:
PROVIDE TOTAL OF SEVENTEEN (17)
WALL SCONCES



ELEVATION - TORCHIER
1 1/2' x 1' 0"

NOTE:
PROVIDE TOTAL OF SEVEN (7)
TORCHERS - PROVIDE GRID
OUTLET PER FOUR (4) UNITS
TO BE USED @ NIGHT ONLY
REMAINING UNITS TO PLUG INTO
FLOOR HTD OUTLETS

MB

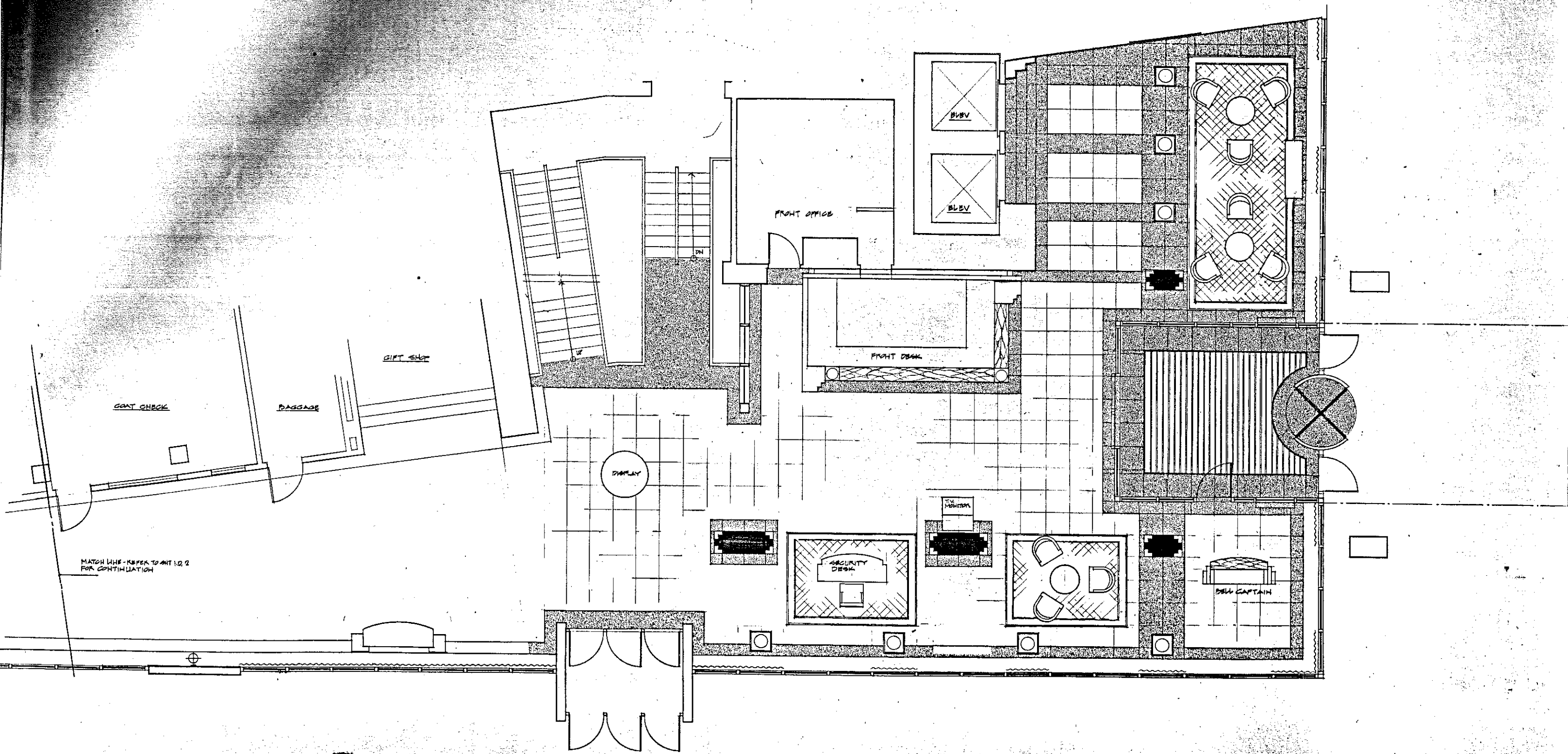
Martin Branner
12 West 9th Street
NEW YORK, N.Y.

BERGER HOTELS CORPORATION

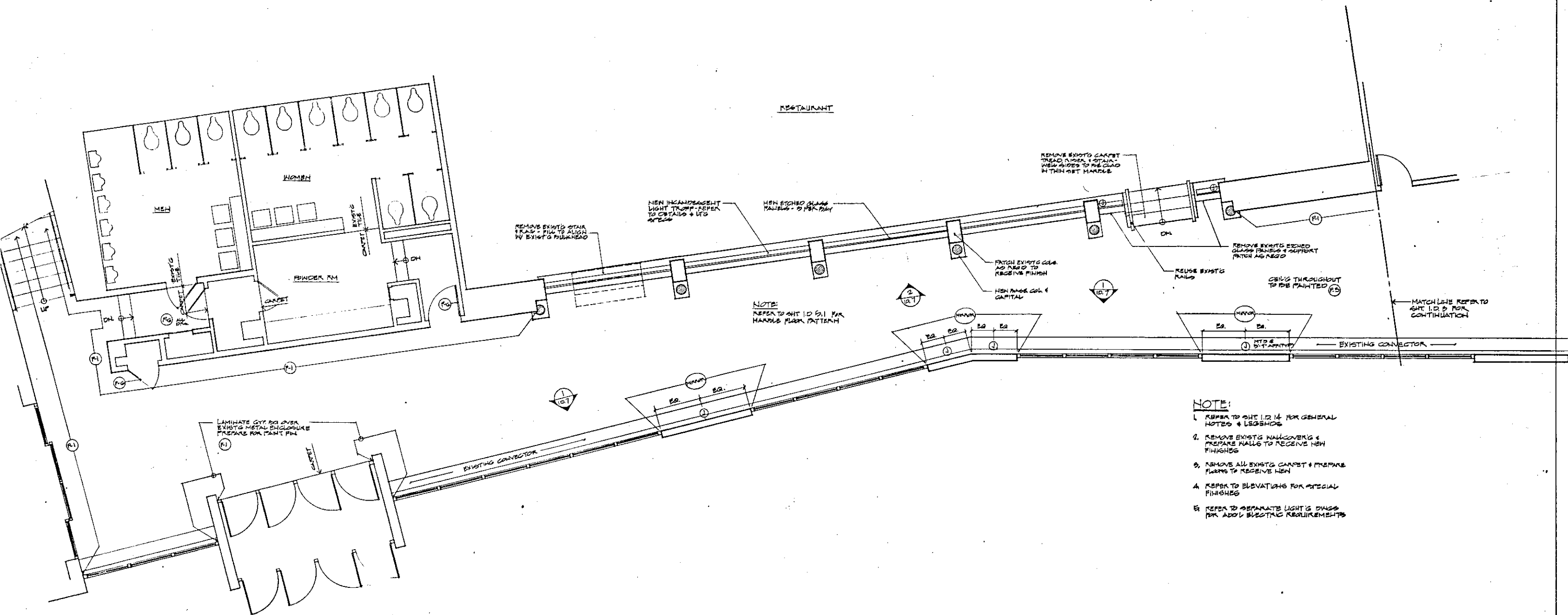
LOWERY TRAY CENTER
30 PARK PLACE
NEWARK, NEW JERSEY 07102

Mikell & Associates
Architecture and Planning

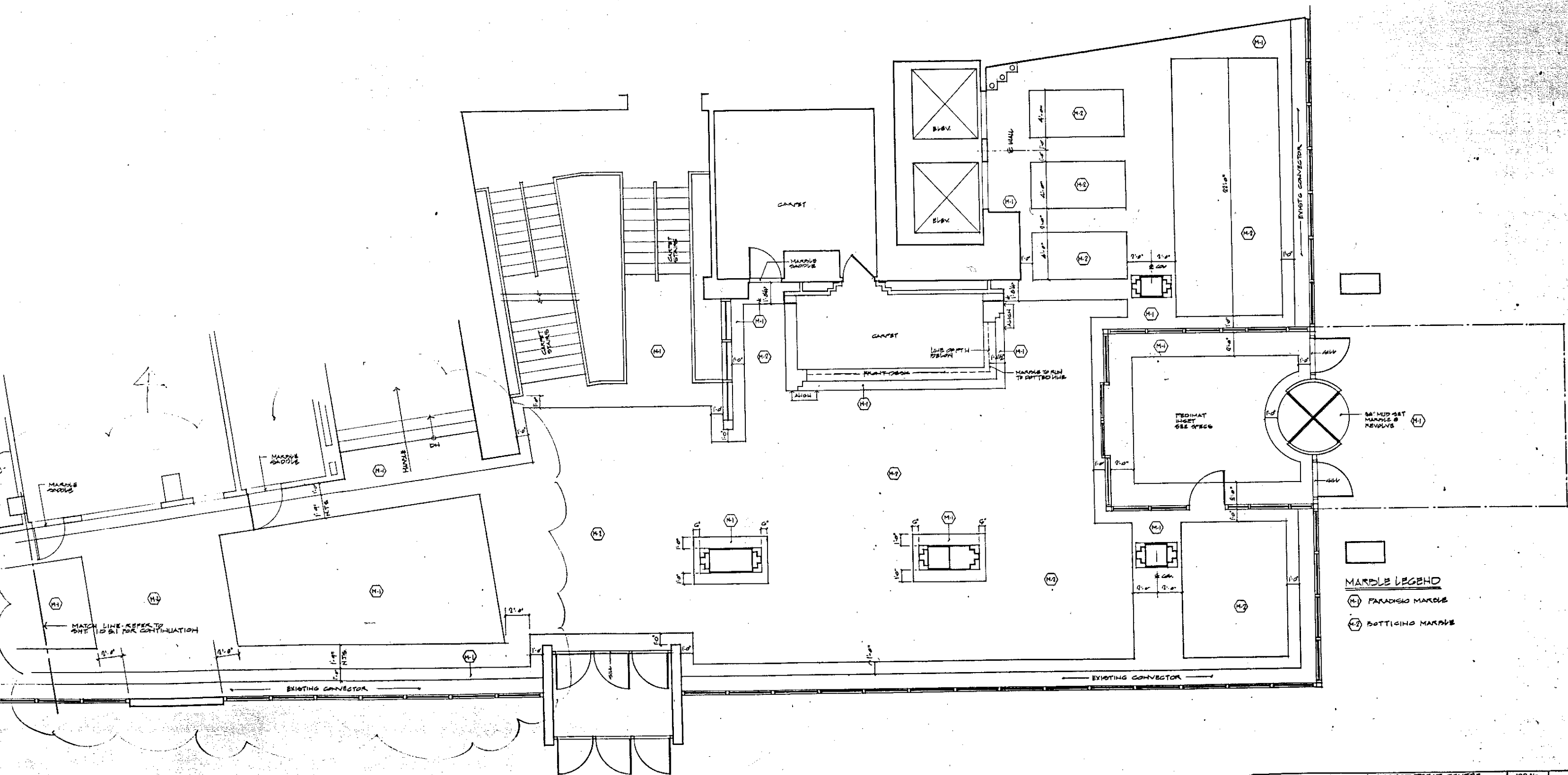
2 Washington Place
Newark, N.J. 07102
Tel. (201) 624-1430



PROJECT NAME	QUALITY INN-ROBERT TREAT CENTER 80 PARK PLACE, HENKENS, N.J. 07102	JOB No.	
DRAWING TITLE	FURNITURE PLAN		
DRAWING		112 1	



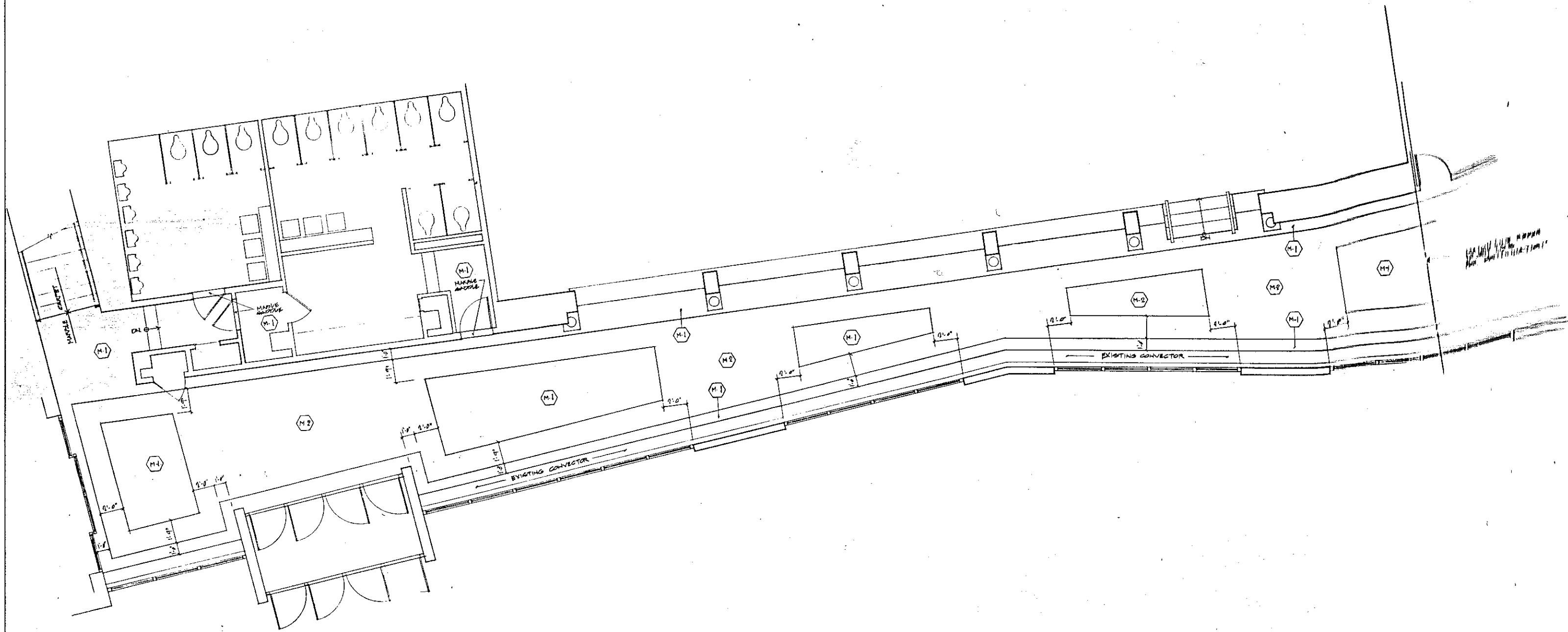
PROJECT NAME QUALITY INN - ROBERT TREAT CENTER 80 PARK PLACE NEWARK, N.J. 07102				JOB No.	
DRAWING TITLE COMPOSITE PLAN - DEMOLITION CONSTRUCTION, ELECTRIC, TELEPHONE, FINISH					
DRAWN BY MARTIN BRANNEN 12 WEST 118 STREET NEW YORK, N.Y. 10011 212/777-8204				DRAWING	I.D. 2
DRAWN	APPROVED	SCALE	DATE		



MARBLE LEGEND
 (M-1) PARADISO MARBLE
 (M-2) BOTTICINO MARBLE

PROJECT NAME QUALITY INN-ROBERT TREAT CENTER 50 PARK PLACE NEWARK, N.J. 07102		JOB No.	
DRAWING TITLE MARBLE PLAN		DRAWING	
DRAWN BY MARTIN GRANNER 12 WEST 78th STREET NEW YORK, N.Y. 10011 212/777-0204		DATE 5-20-88	
APPROVED	SCALE 1/8" = 1'-0"	DATE 5-20-88	
7-20-88		SAVING CORRIDOR	

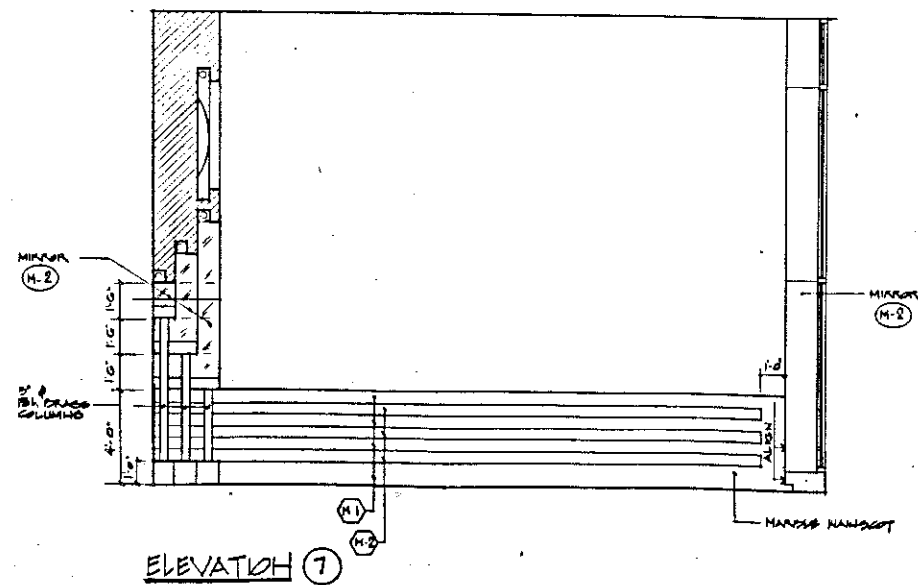
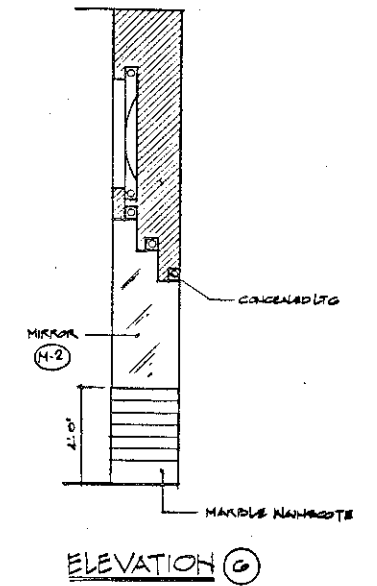
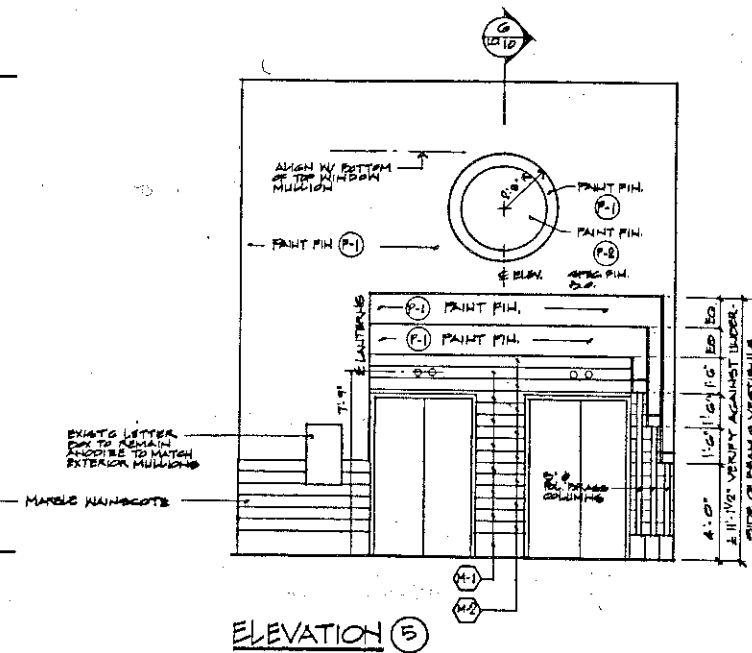
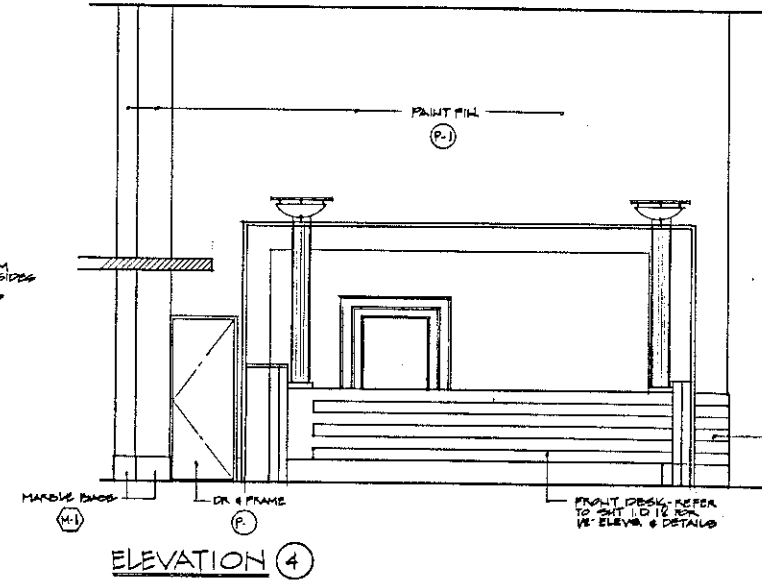
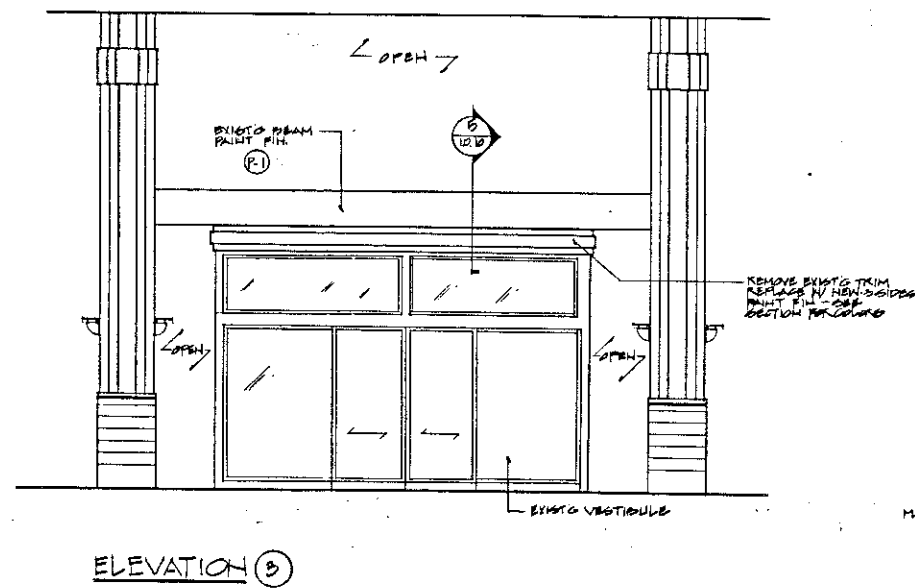
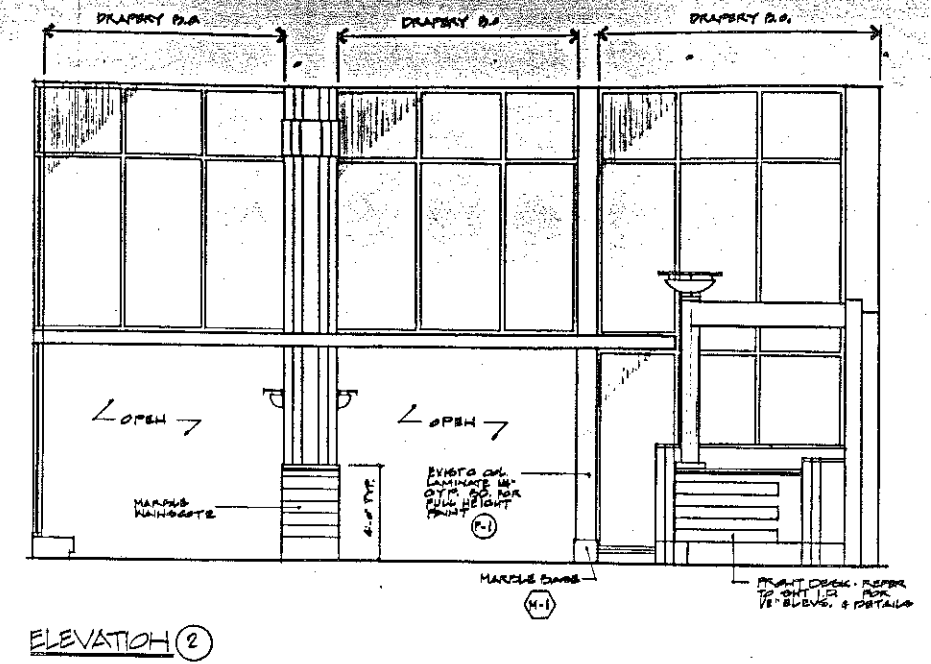
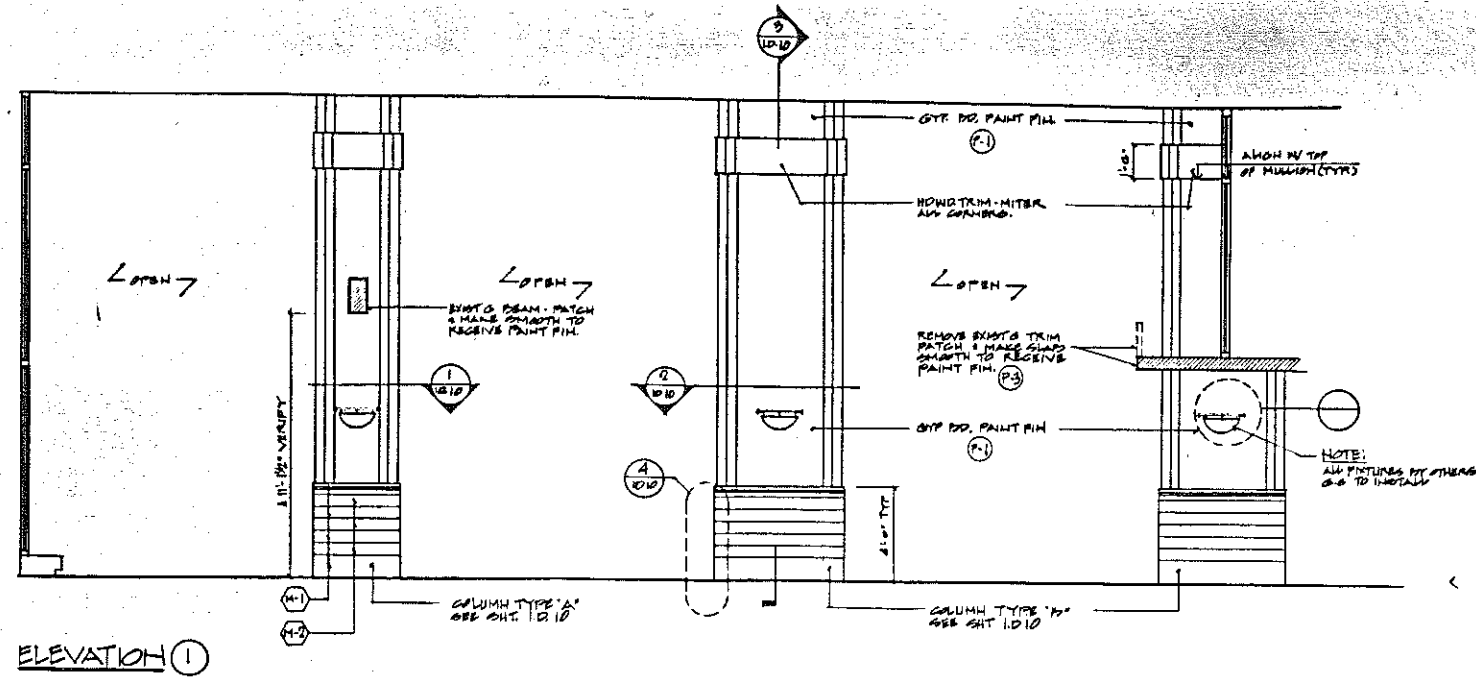
105



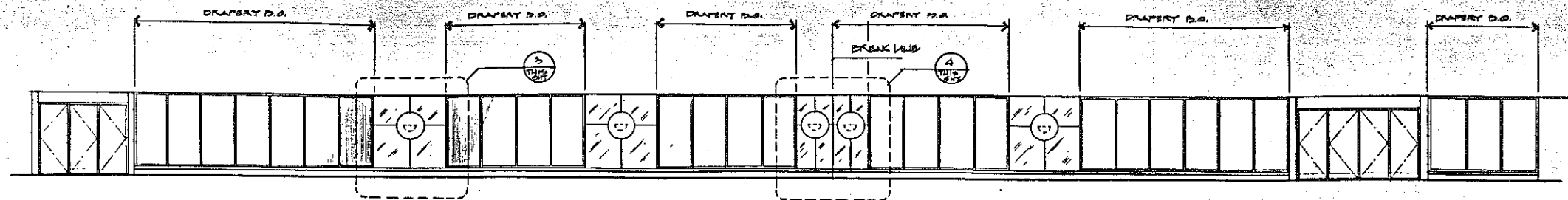
NEW SHEET

PROJECT NAME		QUALITY INN - ROBERT TRAITT HOTEL	
DRAWING TITLE		MARBLE BEACH	
DRAWN BY		MARTIN BRANHAM	
CHECKED BY		12 WEST 93 STREET	
DATE		NEW YORK, N.Y. 10011	
SCALE		212/777-0304	
APPROVED		DATE	
REVISION		DATE	

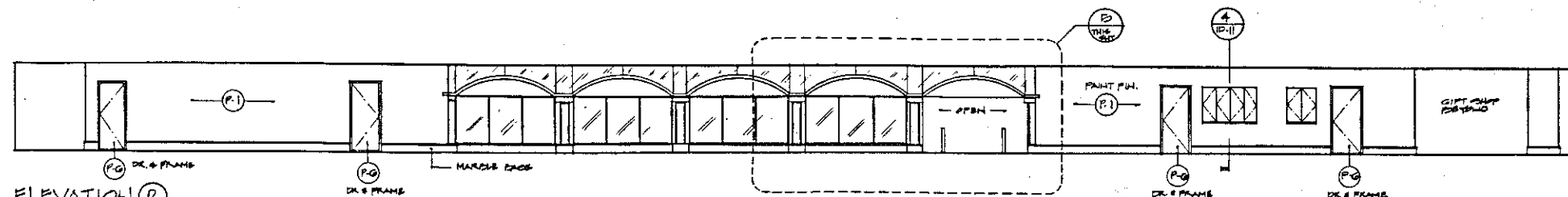
1135



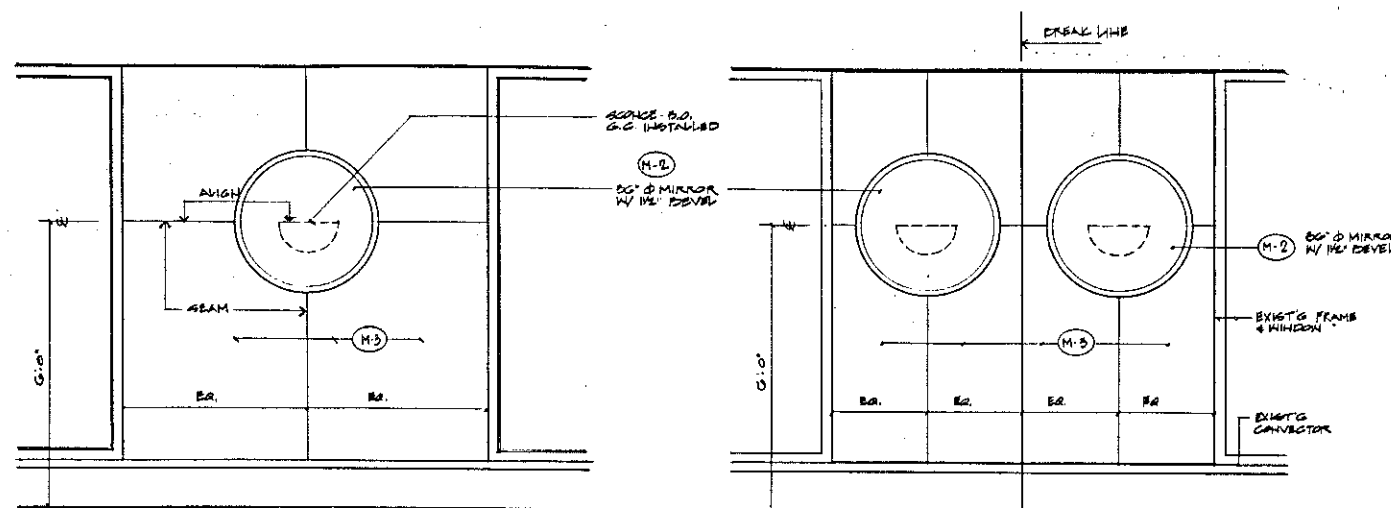
PROJECT NAME QUALITY INN - ROBERT TREAT CENTER 50 PARK PLACE - NEWARK, N.J. 07102				JOB No.
DRAWING TITLE ELEVATIONS				
DRAWN BY MARTIN DRAHNER 12 WEST 9TH STREET NEW YORK, N.Y. 10011 212/777-0204				DRAWING 110
DRAWN	APPROVED	SCALE 1/4" = 1'-0"	DATE 8.22.88	



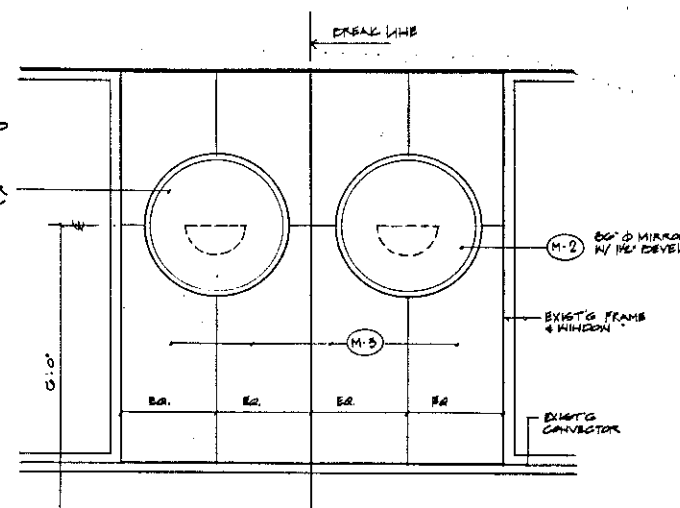
ELEVATION ①
1/8" = 1'-0"



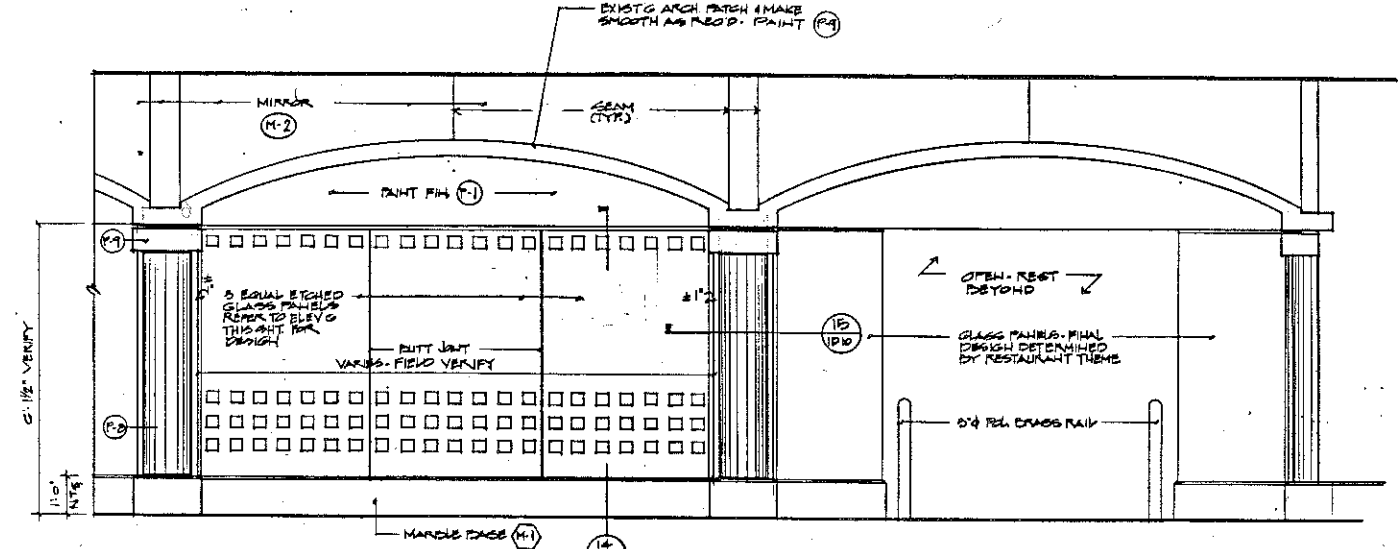
ELEVATION ②
1/8" = 1'-0"



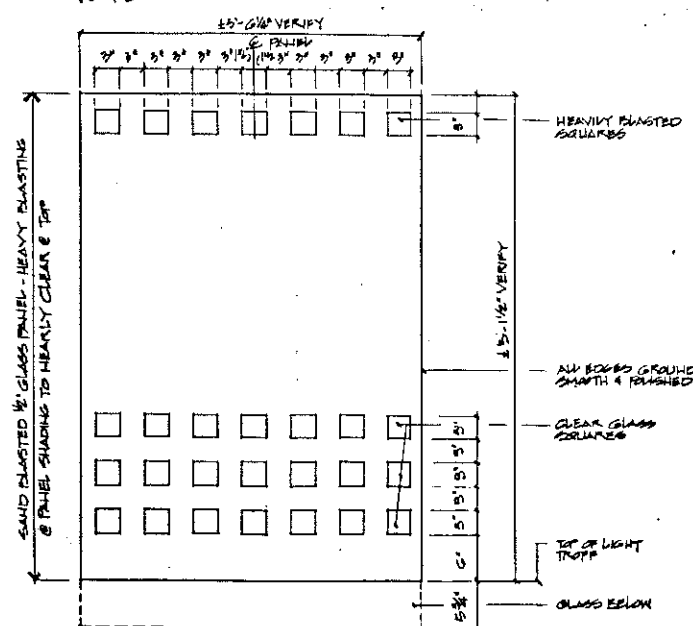
ELEVATION ③
1/8" = 1'-0"



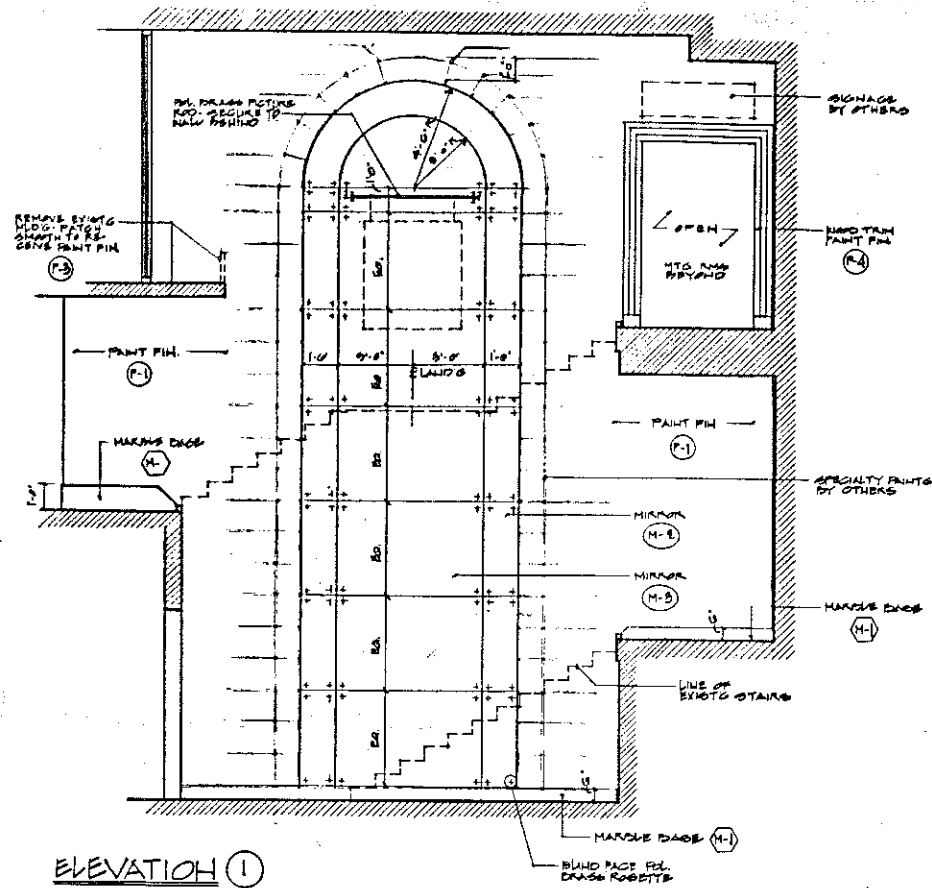
ELEVATION ④
1/8" = 1'-0"



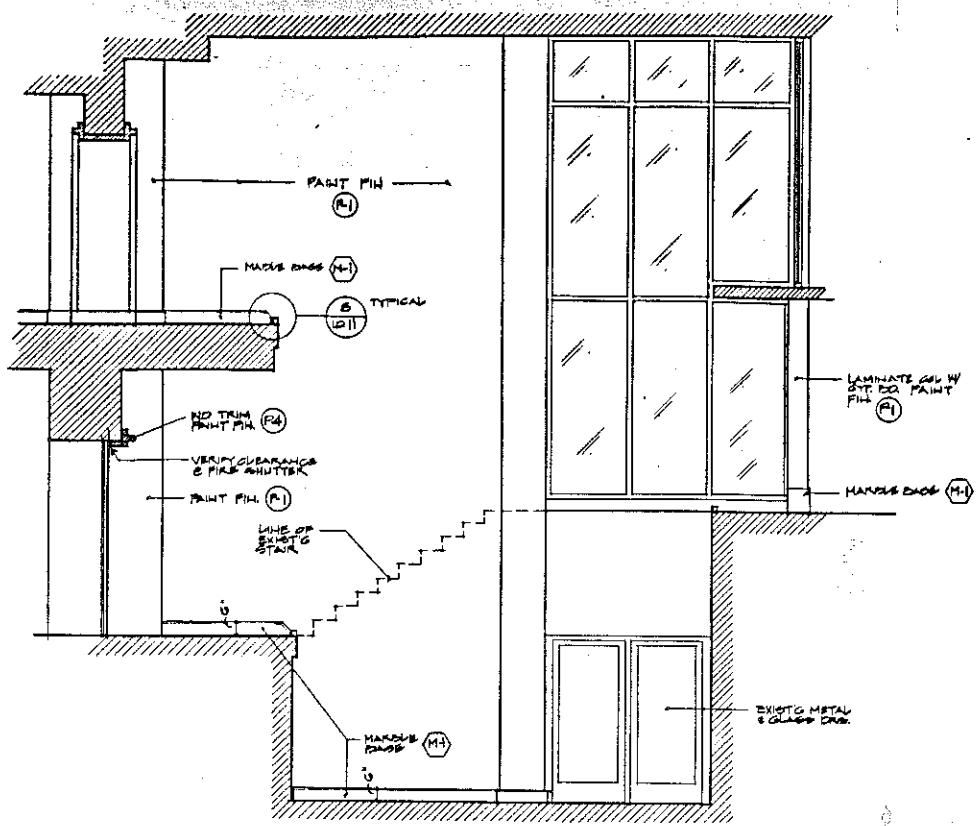
ELEVATION ⑤
1/8" = 1'-0"



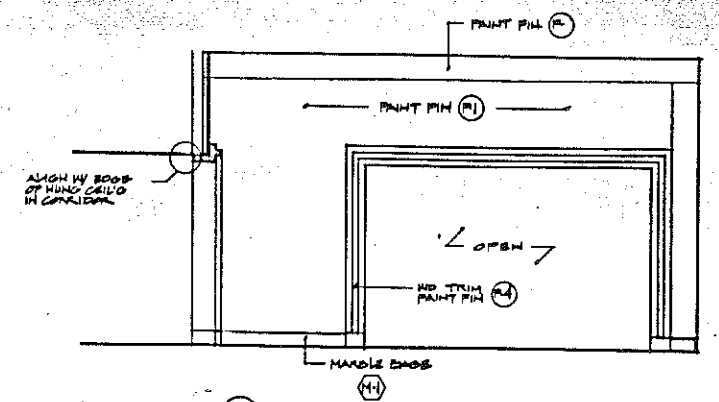
ELEVATION ⑥
1" = 1'-0"



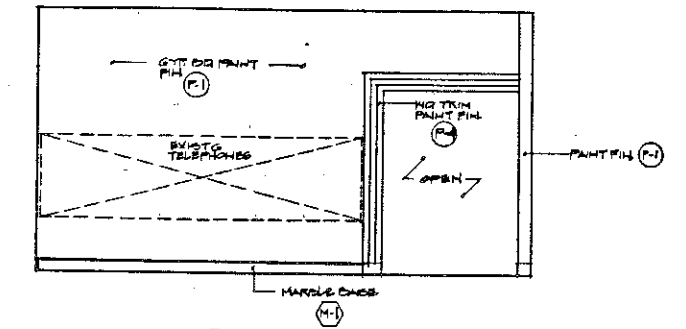
ELEVATION ①



ELEVATION ②

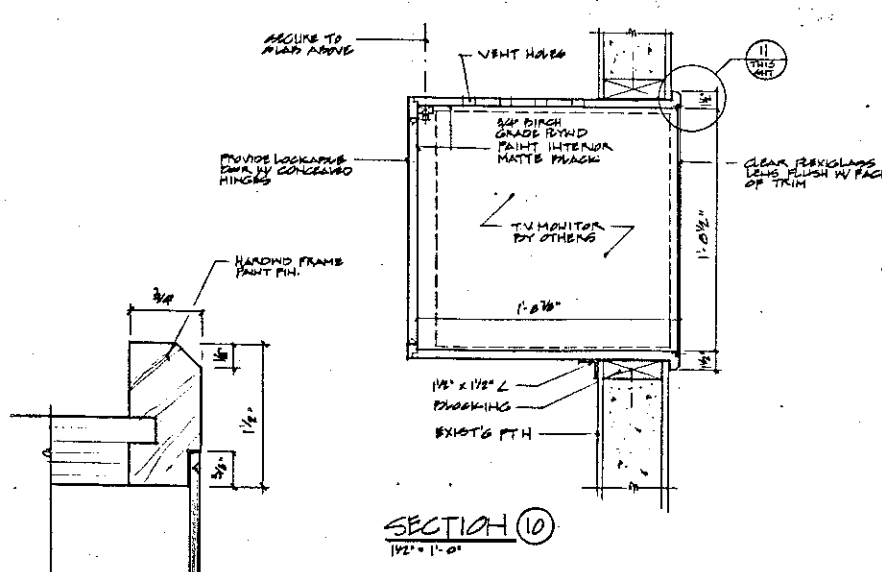
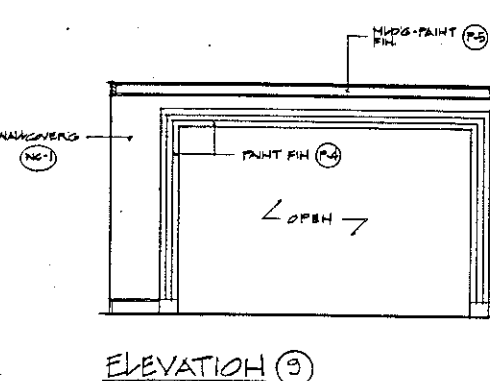
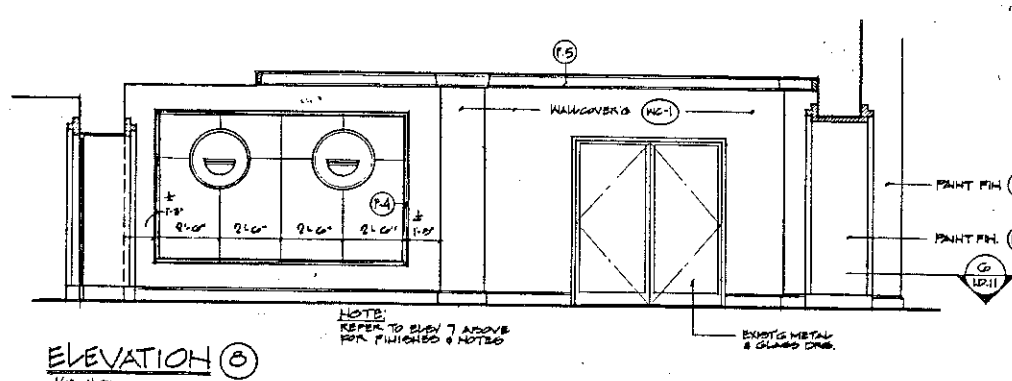
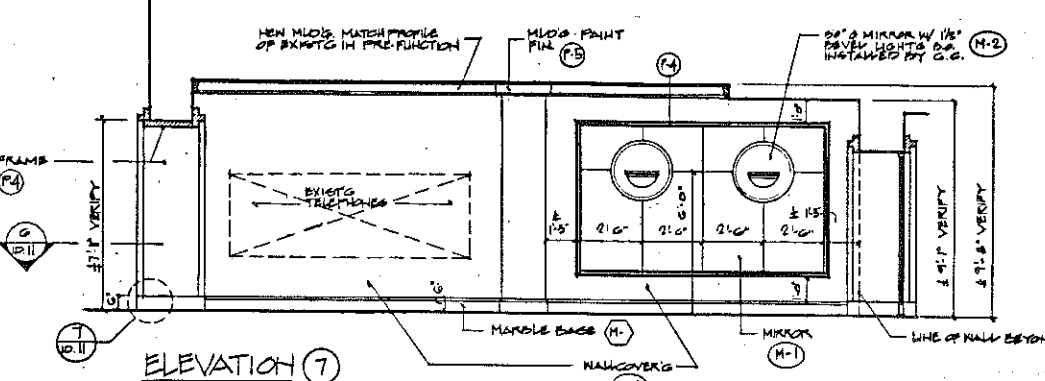
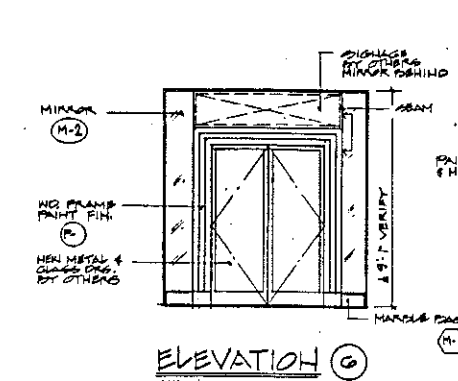
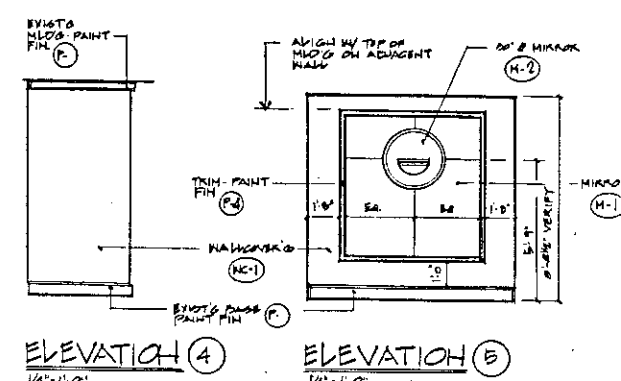
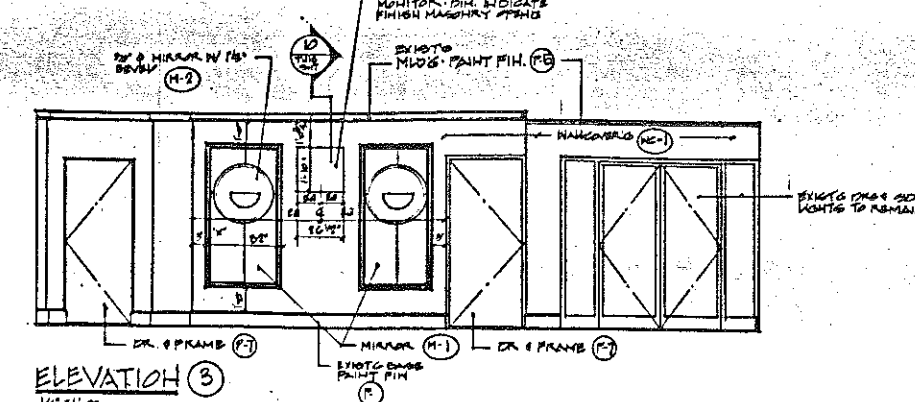
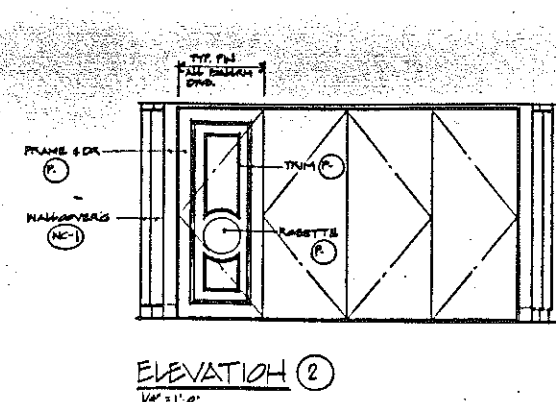
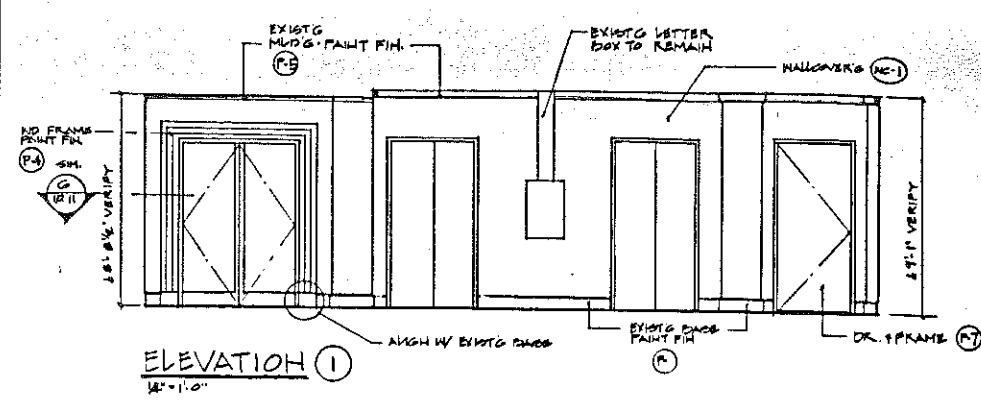


ELEVATION ③

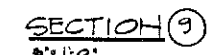
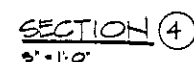
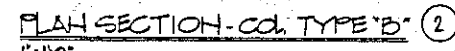


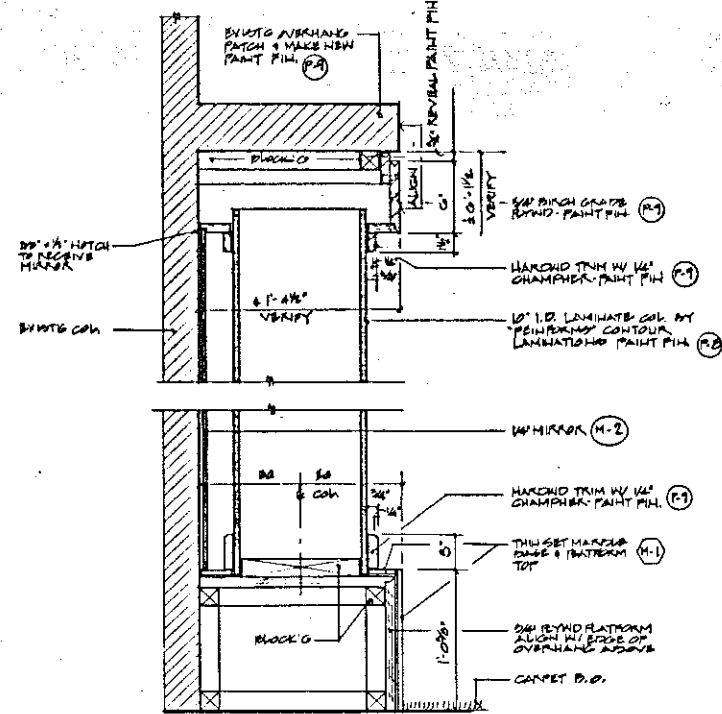
ELEVATION ④

PROJECT NAME		QUALITY INN-ROBERT TREAT CENTER		JOB No.	
DRAWING TITLE		ELEVATIONS			
DRAWN		APPROVED		DATE	
MARTIN BRANNER		12 WEST 9TH STREET		NEW YORK, N.Y. 10011	
212/777-0204					

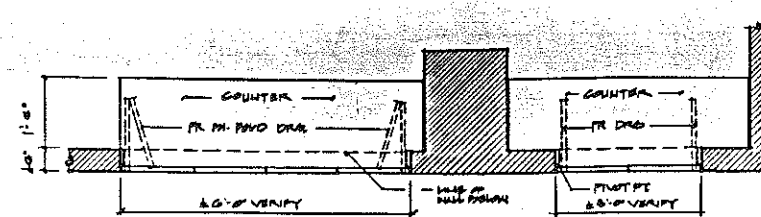


PROJECT NAME		QUALITY INN. ROBERT TREAT CENTER		JOB NO.	
DRAWING TITLE		50 PARK PLACE, NEWARK, N.J. 07102			
		ELEVATIONS			
		MARTIN DRAHNER		DRAWING	
		12 WEST 101 STREET			
		NEW YORK, N.Y. 10011			
		212/ 777-0204			
REVISION	DATE	DESCRIPTION	DRAWN	APPROVED	SCALE
Δ	7.25.88	ELEV. 3-5			DATE
					5/11/88

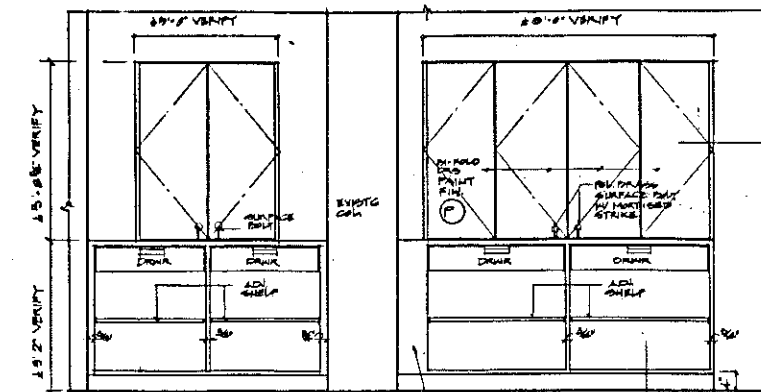
DRAWING
115



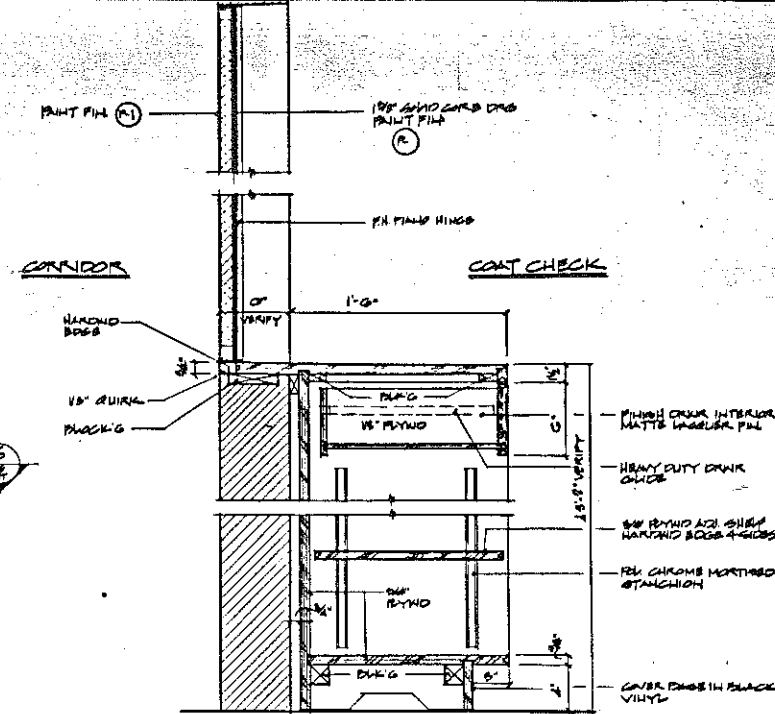
SECTION 1
1/2" = 1'-0"



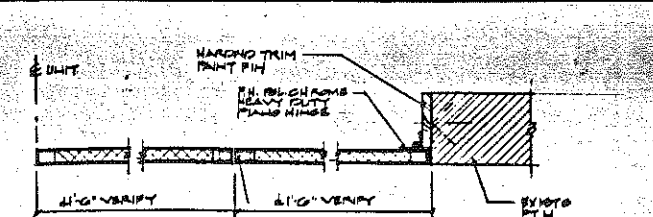
PLAN 2 COAT CHECK COUNTER
1/2" = 1'-0"



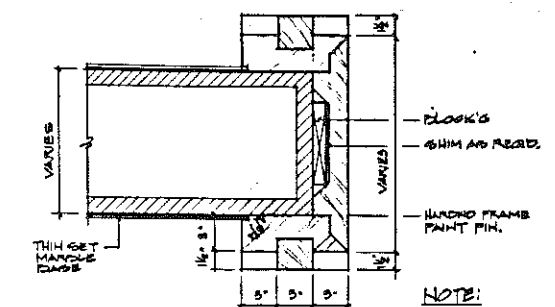
ELEVATION 3
1/2" = 1'-0"



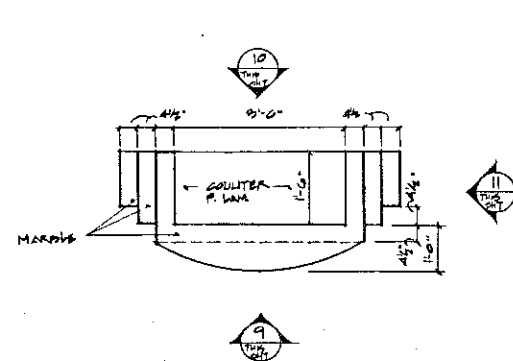
SECTION 4
1/2" = 1'-0"



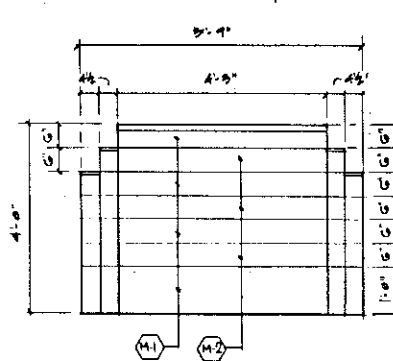
PLAN SECTION 5
1/2" = 1'-0"



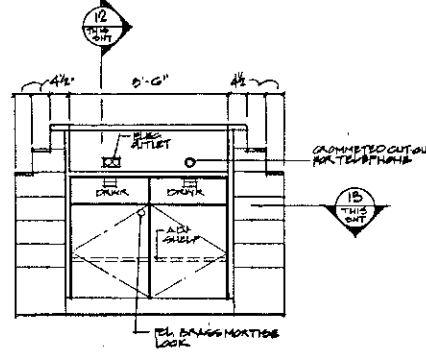
SECTION 6
1/2" = 1'-0"



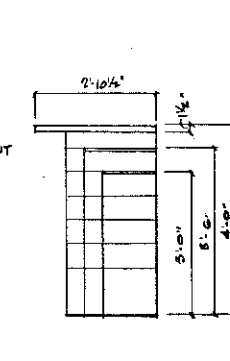
PLAN - BELL CAPTAIN'S DESK
1/2" = 1'-0"



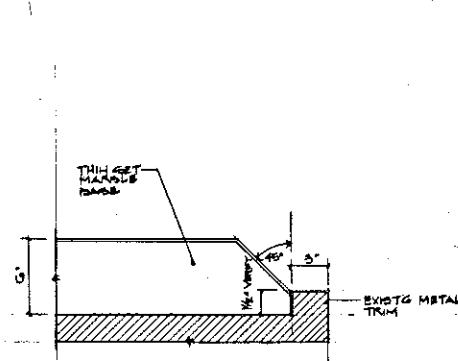
ELEVATION 9
1/2" = 1'-0"



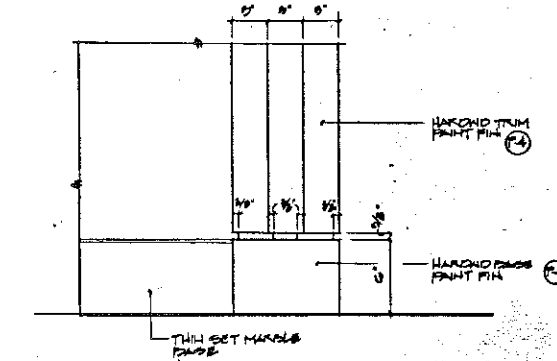
ELEVATION 10
1/2" = 1'-0"



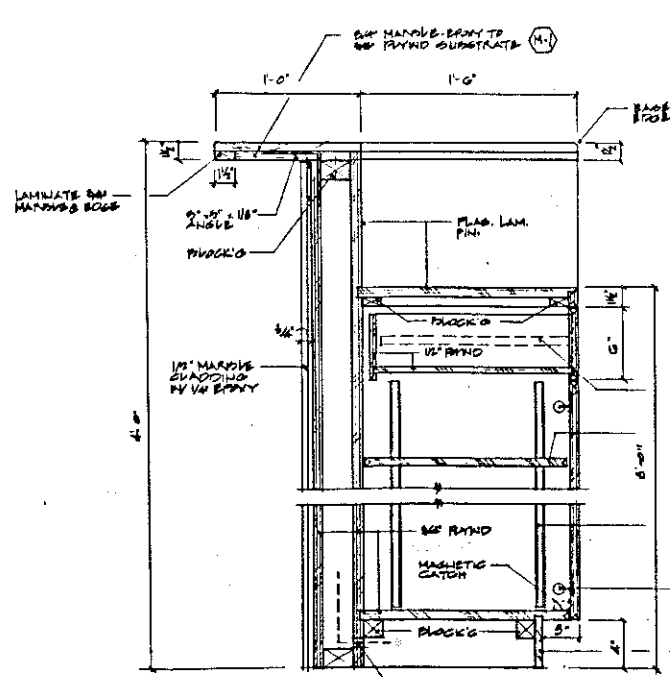
ELEV. 11
1/2" = 1'-0"



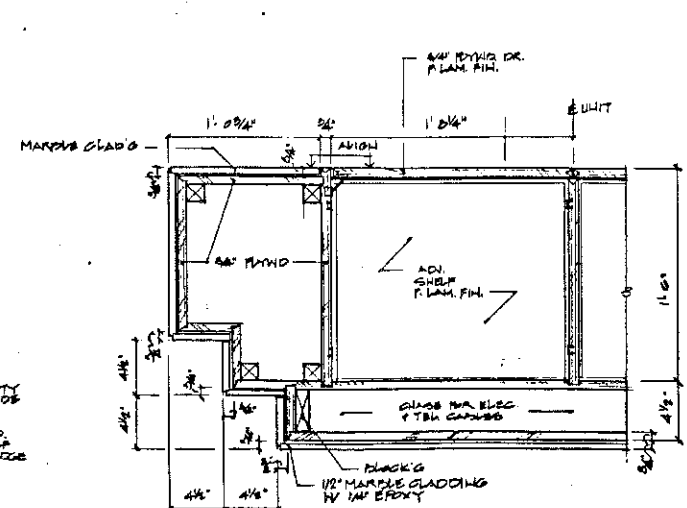
BASE DETAIL 8
1/2" = 1'-0"



BASE DETAIL 7
1/2" = 1'-0"



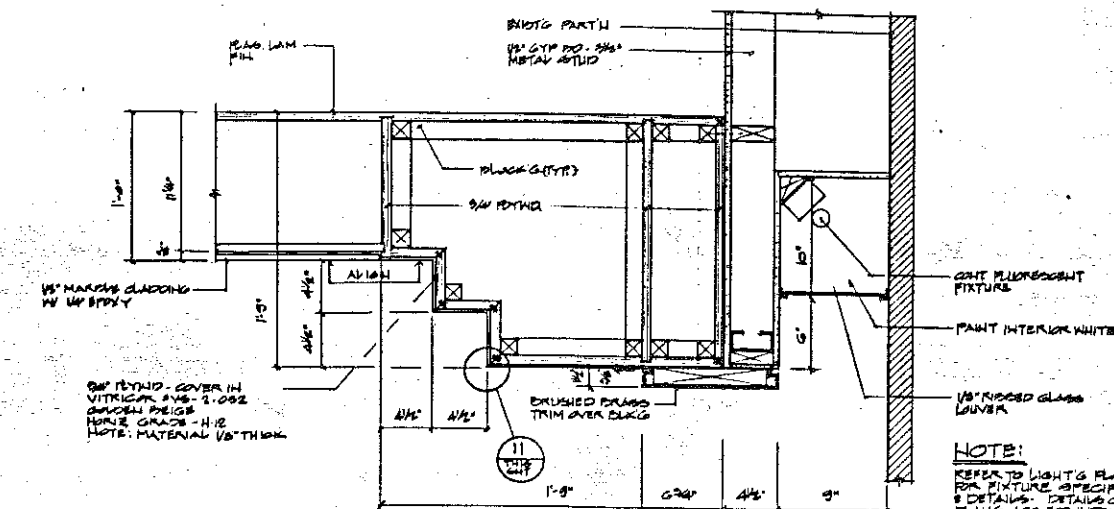
SECTION 12
1/2" = 1'-0"



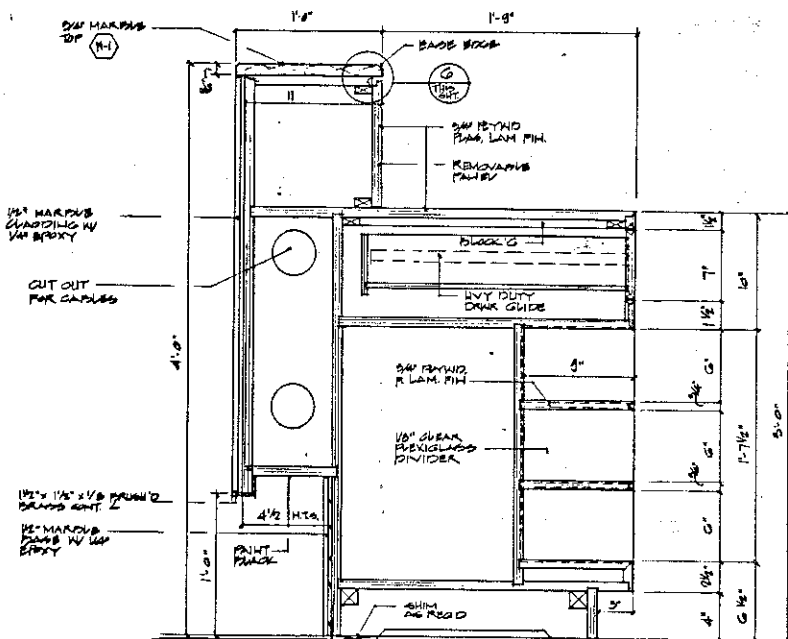
PLAN SECTION 13
1/2" = 1'-0"

NOTE:
PLASTIC LAMINATE FOR ALL BELL CAPTAIN STATION
& COAT CHECK SURFACES TO BE
FORMICA BRAND LAMINATE
NO. 228 COLOR: BRIDGE CLEAR SAND

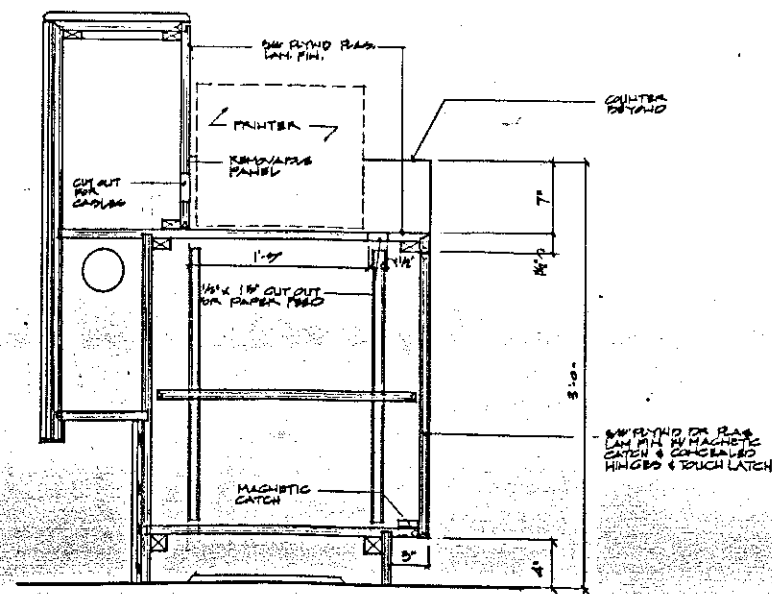
PROJECT NAME QUALITY INN - ROBERT TREAT CENTER 50 PARK PLACE, HENRIK, N.J. 07102				JOB NO.
DRAWING TITLE DETAILS				
DRAWN BY MARTIN BRANNEN 12 WEST 9TH STREET NEW YORK, N.Y. 10011 212/777-0204				DRAWN
DRAWN	APPROVED	SCALE AS NOTED	DATE 5.20.88	



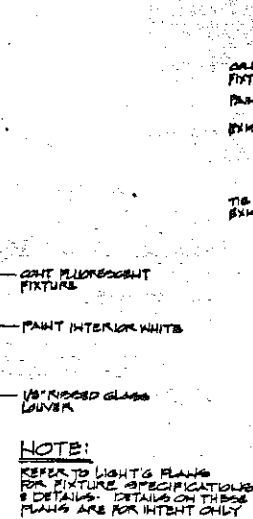
SECTION 1
1 1/2" x 1'-0"



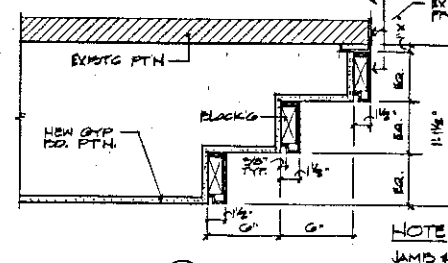
SECTION 2
1 1/2" x 1'-0"



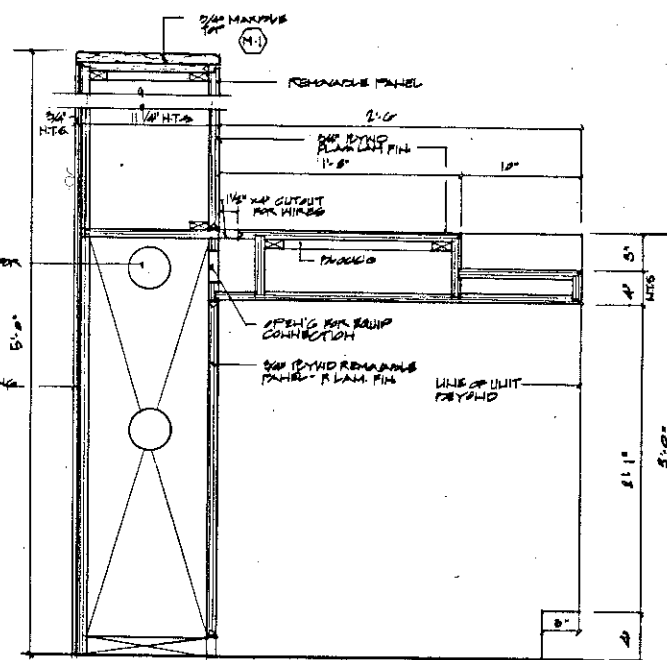
SECTION 3
1 1/2" x 1'-0"



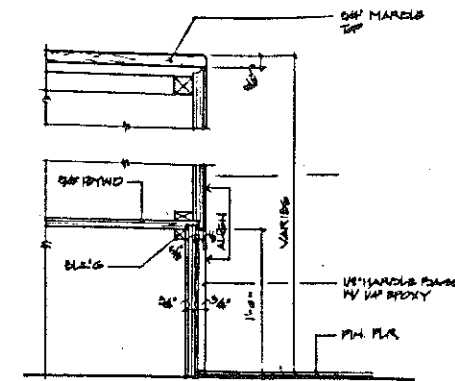
SECTION 4
1 1/2" x 1'-0"



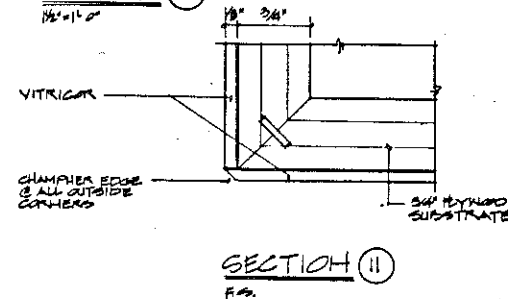
SECTION 5
1 1/2" x 1'-0"



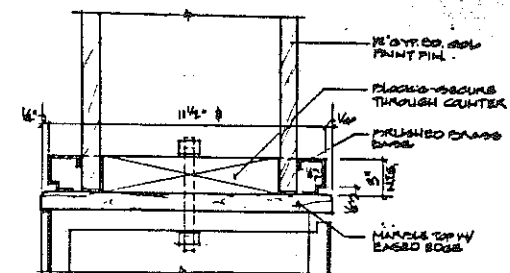
SECTION 6
1 1/2" x 1'-0"



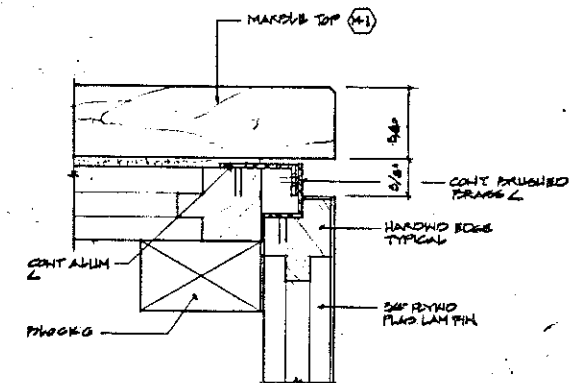
SECTION 7
1 1/2" x 1'-0"



SECTION 8
1 1/2" x 1'-0"

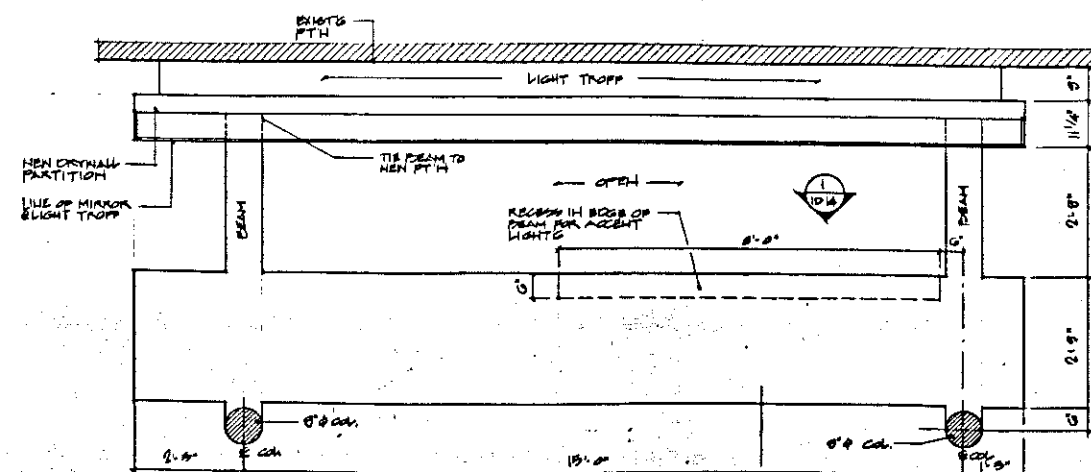


SECTION 9
1 1/2" x 1'-0"



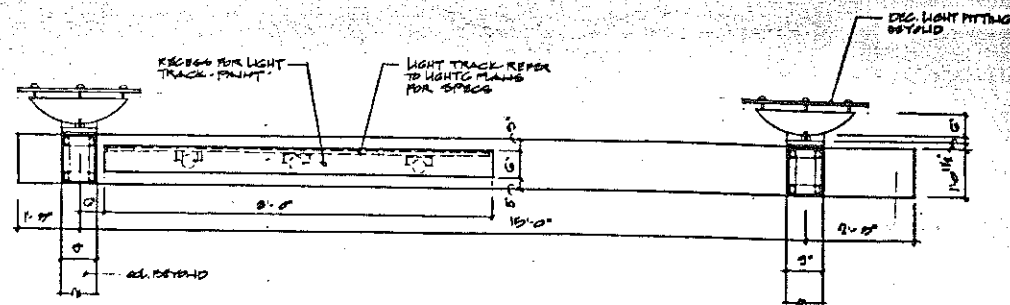
SECTION 10
1 1/2" x 1'-0"

NOTE:
FRONT LAMINATE FOR ALL WORK SURFACES
FRONT BACK TO BE:
FRONT: FRAMED LAMINATE
H&B: 330 COLOR: 5510 CLEAR SAND

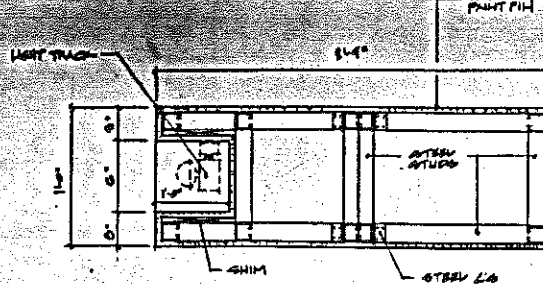


NOTE:
REFER TO LIGHTS PLANS
FOR DOWNLIGHTS LOCATED
IN STRUCTURE

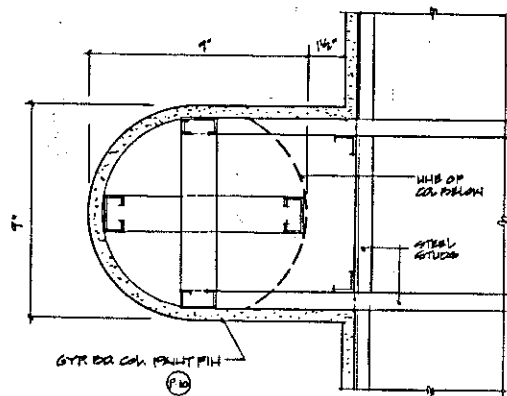
PROJECT NAME	QUALITY INN - ROBERT TREAT CENTER 50 PARK PLACE, HENRIK, N.J. 07022	JOB No.	
DRAWING TITLE	DETAILS		
DRAWN BY	MARTIN DRAHNER 12 WEST 9TH STREET	DRAWING	



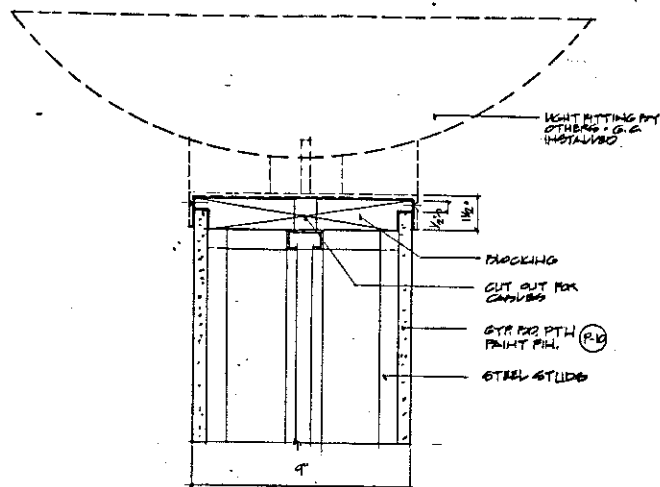
ELEVATION ①
1/4" = 1'-0"



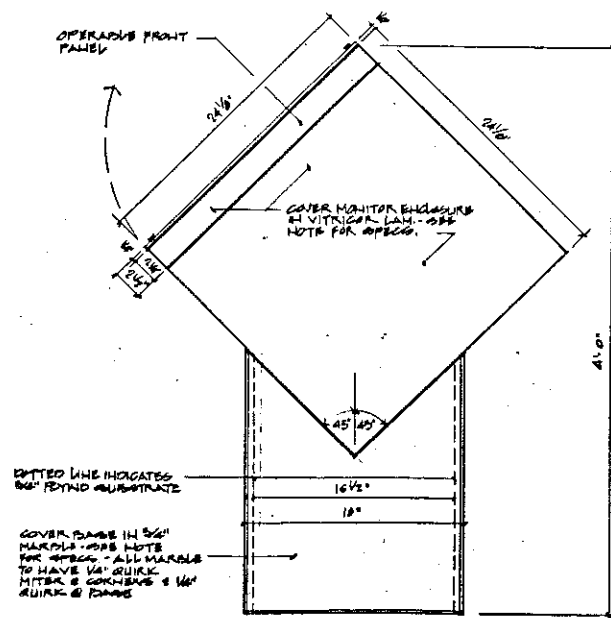
SECTION ②
1/4" = 1'-0"



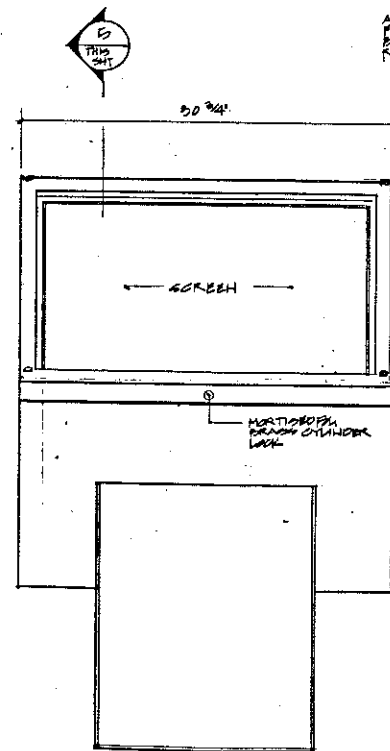
SECTION ③
3/4" = 1'-0"



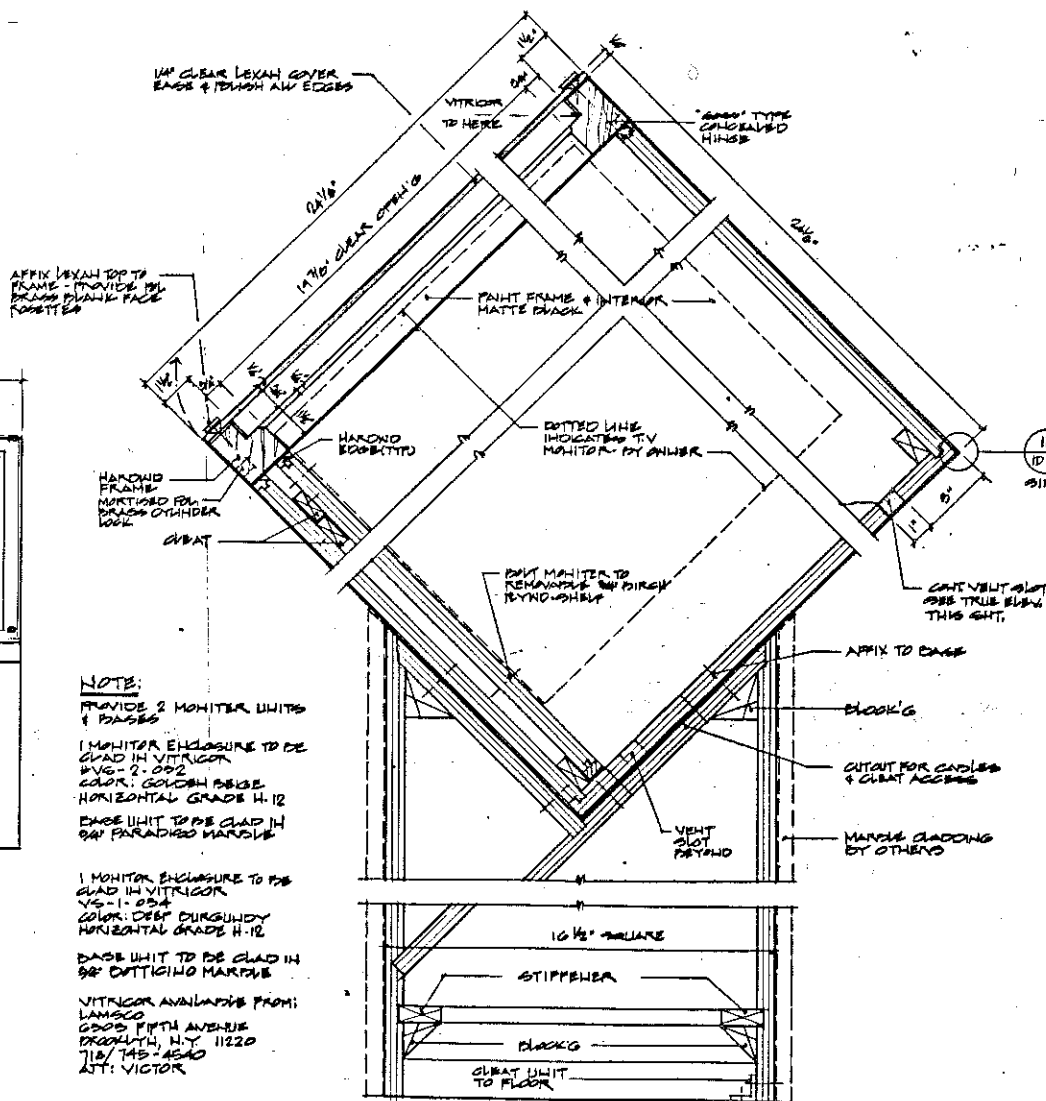
SECTION ④
3/4" = 1'-0"



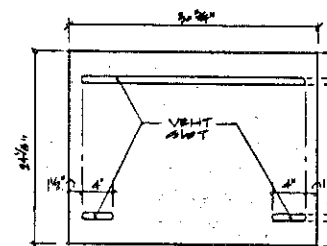
SIDE ELEV. T.V. MONITOR
1/4" = 1'-0"



FRONT ELEV. T.V. MONITOR
1/4" = 1'-0"



SECTION ⑤
3/4" = 1'-0"

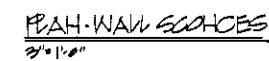
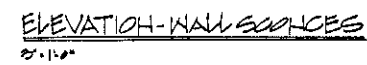


TRUE ELEV. UNIT REAR
1/4" = 1'-0"

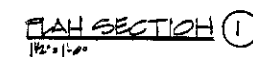
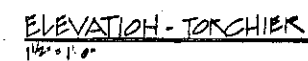
FRONT DESK EQUIPMENT LEGEND

- ① CRT Monitor
- ② Keyboard
- ③ Printer
- ④ Cash Drawer
- ⑤ Paper/General Storage
- ⑥ Keys Drawer
- ⑦ Mail Slots
- ⑧ Switchboard
- ⑨ Imprinter
- ⑩ Credit Card Verifier
- ⑪ Closed Circuit T.V. Monitor
- ⑫ Printer (Telephone Charges)
- ⑬ Inhouse Telephone
- ⑭ Wake Up
- ⑮ Universal Communications System

PROJECT NAME	QUALITY INN / ROBERT TREAT CENTER 50 PARK PLACE, HENRIK, N.J. 07102	JOB No.	
DRAWING TITLE	ELEVATIONS/DETAILS/LEGEND	DRAWING	1D
MARTIN BRAHNER 12 WEST 12 STREET NEW YORK, N.Y. 10011 212/777-0804			



NOTE:
PROVIDE TOTAL OF SEVENTEEN (17)
NAME SCORES



PROJECT NAME QUALITY INN - ROBERT TREAT CENTER 20 PARK PLACE, NEWARK, N.J. 07102			JOB No.
DRAWING TITLE DECORATIVE LIGHTING			DRAWING 11D
MARTIN FRANKER 12 WEST 51ST STREET NEW YORK, N.Y. 10011 212/ 777-0204			
DRAWN	APPROVED	SCA	